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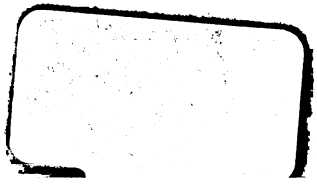

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MIDDLESBROUGH

AND ITS

JUBILEE.

A HISTORY OF

THE IRON AND STEEL INDUSTRIES,

WITH

BIOGRAPHIES OF PIONEERS.

Portraits and Numerous Illustrations.

EDITED BY H. G. REID,

AUTHOR OF "PAST AND PRESENT," "LIFE OF PRESIDENT GARFIELD," ETC.

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PREFATORY NOTE.

THIS Volume is intended as a reliable history of the wonderful upgrowth of Middlesbrough, and the development of the vast Iron and Steel industries of the District, as well as a permanent Memorial of the Jubilee Celebrations. Although it is impossible to secure absolute accuracy where the subjects and interests are so varied, the aim has been to obtain the latest and most complete information, and to secure the ablest assistance both in the letter-press and the illustrations. Every facility was readily rendered for reference and verification; the Portraits are after photographs supplied by relatives of the departed or specially taken; amongst the engravers may be named—PATERSON, SCOTT, CASSELL, PETTER, and GALPIN, BALLINGALL, and "THE GRAPHIC"—many of the scenes having been cleverly sketched by Mr. J. R. Brown. It is hoped the Volume will be found a not unworthy record of the enterprising and many-sided community whose story must ever form a deeply interesting page in the industrial annals of the country.

H. G. R.

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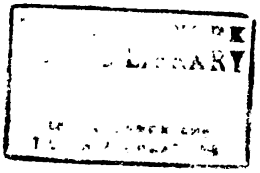
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MIDDLESBROUGH FIFTY YEARS AGO.

MIDDLESBROUGH.

THE Stranger, viewing Middlesbrough as it is in all the glory and vigour of its numerous commercial developments, and its neighbourhood rich as the mines of Golconda in subterranean wealth, regards it as a spot of which the nation may be proud. He views Middlesbrough as a specimen of town manufacture of which neither Old World nor New can afford a parallel. He beholds here the great type of the Iron Age. He sees a town which has won a name without a history, is important without antiquity, and commands the attention of statesmen by the magnitude of its commercial services. The iron of Eston has diffused itself over the world. It furnishes railways to Europe; it runs by Neapolitan and Papal dungeons; it startles the bandit in his haunts in Cicilia; it crosses the wild jungles of Africa; it streaks the prairies of America; it stretches over the plains of India; it surprises the Belochees; it pursues the peggunus of Gangontri. It has crept out of the Cleveland Hills, where it has slept since the Roman days, and now, like a strong and invincible serpent, coils itself round the world; and every articulation in its burnished body bears throughout remotest lands the stamp of the industrious and energetic hands of Middlesbrough." Thus wrote a shrewd

observer and brilliant chronicler well-nigh twenty years ago. What would he say were he to visit Middlesbrough now? In the following pages we shall endeavour to describe what the stranger would see.

In the month of October, 1881, the people are called upon, a year after date, to celebrate Middlesbrough's First Jubilee. Those fifty years have witnessed a transformation in Cleveland's capital which has few parallels in the world's history. "In the northern extremity of the parish (Acklam) lies the Township or Chapelry of Middlesbrough, which consists only of four farmhouses situated on the southern bank of the River Tees." This allusion has a curious interest about it which can only be accounted for by the fact that in the year 1801, when Graves wrote the early portion of his "History of Cleveland," Middlesbrough contained *twenty-five* inhabitants; in 1829, according to White's *Gazetteer*, "it had only about *forty* inhabitants;" while in 1841, according to Ord, "the population reached the *amazing number of five thousand seven hundred and nine!*" The rapid progress indicated by these figures seems to have deeply impressed the mind of Cleveland's historian; for, putting the Domesday Book aside, he writes:—"As the wonderful result of purely English enterprise and sagacity, it will ever be recorded as one of the commercial prodigies of the nineteenth century. To the stranger visiting his native home after an absence of fifteen years this proud array of ships, docks, warehouses, churches, foundries, wharves, &c., would seem like some enchanted spectacle, some Arabian Nights' vision, 'such stuff as dreams are made of.' Yet, gazing steadily on this once deserted, now populous scene, he might exclaim with Byron:—

"'She looks a sea Cybele, fresh from Ocean,
Rising with her tiara of proud towers
At airy distance with majestic motion—
A ruler of the waters and their powers,'"

The late Joseph Pease, no less than the historian Ord, dwelt more than once on the wonderful advances made in this centre. Speaking in the Middlesbrough Town Hall in the month of February, 1863, he said: "We (Mr. Fallows and I) can go back together to the days when the cattle browsed where we are now met, and when the silence and solitude of this part of the Tees was only broken by the presence of some grey-headed seals or a few shrimping women. These were the days when a vessel winding her weary way from the bar to Stockton was as long as she had been in coming to the bar from the Nore. These were days when the commercial life of the district was in comparative infancy; and they were days when, in common with other good and true workers, my friend Mr. Fallows was one of the foster-fathers of that life." But we are far removed from the days of grey-headed seals and shrimping women; we have to do with "pigs" and puddlers, and a population which in the last census showed "the amazing number" of *fifty-five thousand two hundred and eighty-one* in the Municipal Borough! whilst the Parliamentary Borough included 71,982 souls.

The census of 1831, just fifty years ago, gave the population as 154, there having been in the previous year only 40 souls all told; in 1841 the population was 5,463; in 1857, 7,631; and in 1871, 39,284. Graves, who wrote in 1801, says that the town and chapelry of "Middleburgh" consisted of only four houses, whilst the "Encyclopædia Britannica" says the site of the new town, referring to the year 1829, was occupied by a solitary farmhouse. The origin of the name and its manner of spelling are involved in obscurity; but it is clearly attested by Acts of Parliament and official records that the name was spelt as it now is so early as 1791, and there has been no subsequent authoritative variation. The

place is not mentioned, says a modern historian, in William the Conqueror's Domesday Book, made up in 1086. The first mention of it anywhere, according to Benton, occurs in the reign of Henry I. (twelfth century), when Robert de Brus gave divers lands here, with the cell or chapel, to the Abbey of Whitby, on condition that the Abbey should cause some Benedictine monks of their house always to reside there. This grant was made in 1130. In the cell of "Middleburgh" resided in his younger days Roger, eighth Abbot of Whitby. His character deserves to be preserved for the imitation of modern clergymen and ministers. "He was," says Charlton, "an upright, honest man, without dissimulation. Free, open, and devoid of pride, his behaviour endeared him to all with whom he had any dealings, and the charities he bestowed were always so well chosen and timed that they added to his reputation, and gained him fresh supplies of money and continual liberalities for many miles round." The church at Middlesbrough bore the name of St. Hilda. Of the success of Abbot Roger in gaining support for his Abbey of Whitby the charters referring to this ancient church of St. Hilda tell us much. Robert de Brus, as we have said, gave divers lands and the chapel itself to Whitby Abbey; Walter de Colleby gave to the church at "Middleburgh" three acres in Colleby Field; Walter de Galicien, of Tolesby, gave land and pasturage in his culture at Northswarthonedwath (there's a name for modern tongues!); and numerous other donors of the thirteenth century made Abbot Roger rich. Twenty-one charters of that date recite gifts in connection with "Middleburgh" church and its neighbourhood. About 1660 the church of St. Hilda was demolished, and seventy years after a faculty was granted for building a church at Newport out of the ruins of the "Middleburgh" church,

In 1838 a new church, dedicated to St. Hilda, was erected in Middlesbrough on the site of the ancient chapel. It appears that the enclosed burial-ground had been occasionally used up to that time. Thus venerable and venerated antiquity is wisely conserved in the midst of the most surprising instance of modernization the empire affords. The relics remaining are few. The Mayor's chair is made out of a fragment, and Mr. Layton has built in the exterior wall of his brewery a few of the ancient stones, which now stand 40 feet to the south of the precise spot where they were found. We shall not pursue this antiquarian enquiry; the facts are not well authenticated, and we may, for the present, let "the dead past bury its dead," to observe and to "act in the living present."

We have now arrived at a stage from which we may fittingly look back and note the steps of progress:---how this great community has sprung up as it were in a day, struggling with difficulties and imperfections which are only being gradually overcome or removed. Perhaps we are not worse than others with a similar history and under similar conditions; if, indeed, such anywhere exist. Communities, like individuals, must pass through various periods which lead to manhood; and first, of course, comes the period which may be designated that of mere animalism—eating, drinking, and sleeping, alternated with hard manual labour. The duration of this period depends on various causes:—on the kind of people brought together; on the sort of labour and rates of remuneration; on the will and capacity of the better educated class to awaken, stimulate, and meet the higher wants of the multitude. Middlesbrough in a brief period has become a great community—great, at least, in respect of numbers and industry.

This history, unparalleled in its proofs of rapid and

genuine progress, affords a striking example of the associative principle. The thought and capital of one man, or a few men, led to the establishment of a blast-furnace; but thought and capital, though essential as part—as first elements—were not sufficient in themselves: skilled labour was required to turn them to productive account; and beyond that, a profitable market for the produce of combined thought, capital, and labour. The bold experiment proved successful; the works and the workmen multiplied; and the latter—the workers—had their special wants. So there came the house-builder, the butcher, and the tailor each with his specific as the demand for it arose;—employer, workman, land-owner, house-builder, butcher, tailor, each meeting the other's want; one requirement springing out of the supplyment of another—a beautiful system of interwoven interests and mutual dependence.

Middlesbrough passed through the early stage with marked energy and marvellous power of adaptation; and, on the whole, this vast aggregation of human beings has hitherto been well paid, well housed, well fed, and well clothed. A community which has accomplished so much cannot be regarded as merely money-grubbing and materialistic. The discovery and development of an industry so vast—the meeting of countless wants with such admirable energy, are incontestable proofs of great forethought and intelligence—of well-directed skill and no mean administrative power—of an enterprise which has conferred incalculable blessings on mankind.

But—and this brings us to another stage of our collective wants and their supplyment—a community "cannot live by bread alone"—cannot rest with mere eating and sleeping and commercial prosperity. Rest, relaxation, and intellectual food are essential. There must be a sound commercial

basis. Without profitable investment of capital and well-paid labour there will be no great moral or intellectual advancement. But these are not the sole objects for which a community exists, or, indeed, can long exist. "No object," says Coleridge, "of whatever value our passions may represent it, but becomes foreign to us as soon as it is altogether unconnected with our intellectual, moral, and spiritual life." When the mind is entirely absorbed in materialistic pursuits there is inevitable degeneracy—ignorance, a low moral and social state—a growing tendency downwards. Where human beings are gathered together it is needful—nay, it is imperative—to see that their higher needs are roused and adequately met. Notwithstanding the absorption in industry, and necessary attention to the more immediate and pressing wants, it cannot be truly said that Middlesbrough is as far behind as is sometimes made to appear—especially by those who see us at a distance, and through the smoke. Considering the peculiar circumstances—the rapid growth and strange variety of human material and diverse nationalities so suddenly brought into collective existence, there is good reason to be thankful. Not to speak of individual effort, of ordinary schools, and the varied pulpit ministrations, there are the High School, the Literary and Philosophical Society—to which is attached the Cleveland Naturalists' Field Club and University Extension Society—the Free Library, the Board Schools, and numerous improvement classes. There is every reason to be grateful for the educational progress made and the well-defined efforts to attain a higher standard.

In respect to educational privileges, Middlesbrough, down to a comparatively recent date, had been sadly deficient. As the town developed, and a class who could appreciate the higher form of instruction sprang up, private

schools were established, and some of them acquired considerable reputation. But they were unable to cope with the rapidly extending population, and, indeed, hardly appealed to the humbler classes who were dependent on the national schools—very useful as far as they went, but utterly inadequate to the requirements of the community. The natural result was that, in respect to education, the youth of Middlesbrough were lamentably behind—neither instructed nor caring for instruction. In 1867 the late Mr. Bolckow came to the rescue, and erected at a cost of £7,000 public schools to accommodate nearly 1,000; and thus the great education work was commenced in earnest—to go forward with growing impetus and tangible results.

A great step was taken by an enlightened Liberal Government in 1870. England was blessed with an Education Act, and Middlesbrough—with its six magnificent Board Schools, each in charge of a highly efficient body of teachers—is experiencing the benefits which have been and are being derived from it. The progress made has not been variable or uncertain;—a steady and continuous advance has been made in the instruction of our youth; the poor, with some accountable exceptions, have eagerly availed themselves of the facilities offered to them for the intellectual improvement of their offspring. It is gratifying to observe that Board Schools have not been alone in the race. Voluntaryism has accomplished a great deal; and for this we are grateful. The results all round, as proved by the last inspection, are exceedingly favourable. An improved class of school books has been introduced, and this, perhaps, may account for the marked progress made by scholars both in the "necessary," "class," and "specific" subjects. Owing to a strict enforcement of the compulsory clause, the children of the people are being

trained to seek a higher course of instruction than that at hand in elementary schools; and a short generation hence we shall begin to realize the blessings conferred upon not only our local, but also our national life by the grand educational measure passed in 1870.

Middlesbrough was amongst the first to take advantage of the new Act, and has now provided accommodation for 4,300 children. The Board also secured the Industrial School at Linthorpe, which provides shelter for 60 boys gathered from the lower strata of society. The total expenditure on the Board Schools up to the present date has been about £30,000. The cost of maintenance of the Board Schools—which involves interest and redemption—as well as the maintenance of the boys at the "Industrial," is about £9,000 per annum, only one-half of which is contributed by the local rates.

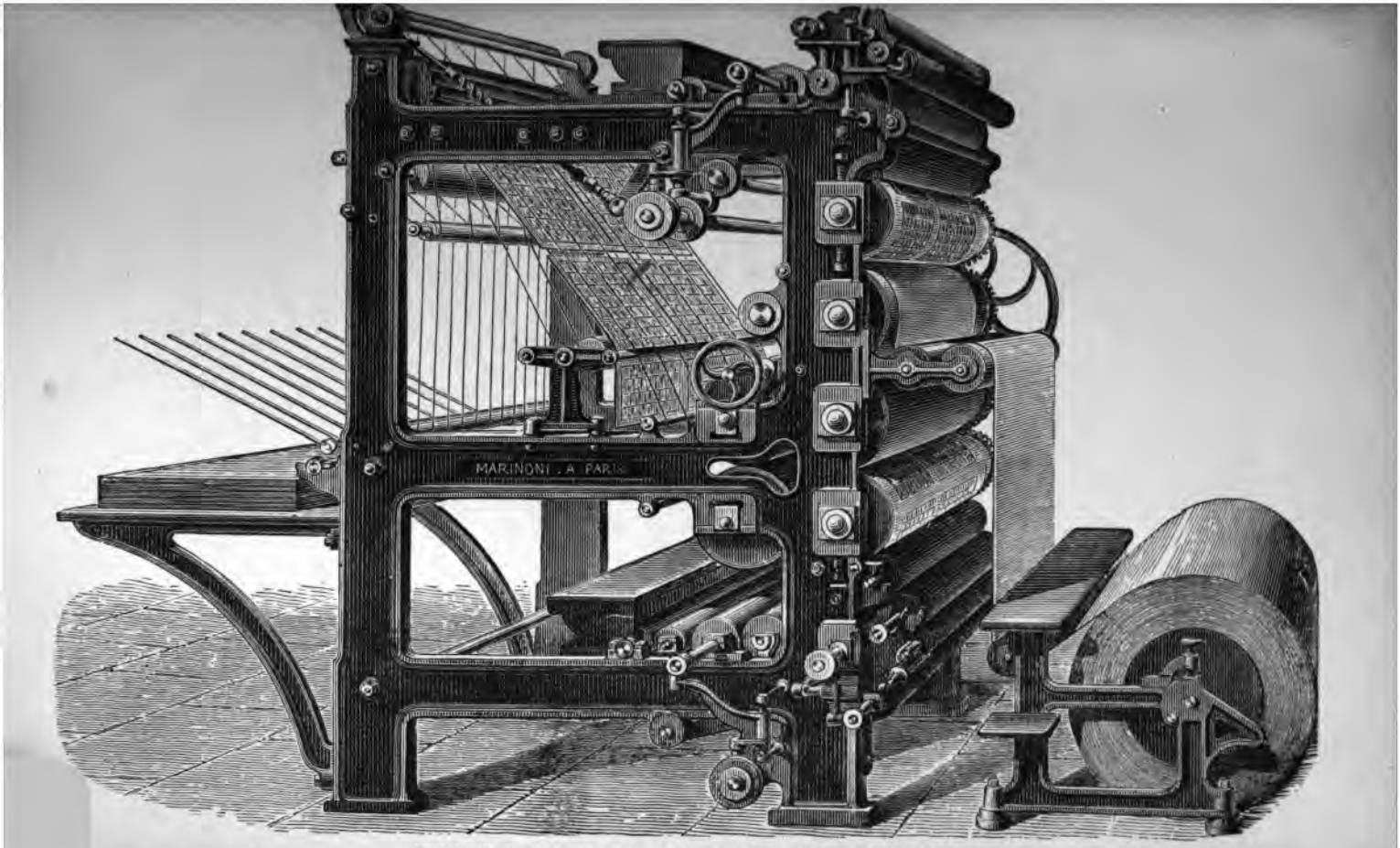
Already in this neighbourhood successful efforts have been made to establish a system of higher education. The course of University lectures, given by skilled professors, has created much thought, reflection, study, and consequent advancement; and the desire of all interested in the future of the district is that there may be no relaxation of effort in pursuing the advanced educational goal which is yet in the distance.

The Mechanics' Institute, which was formed in 1840, has continued to effect great good, and since 1865 it has been the local centre of the Science and Art Department, South Kensington. In the arts, chemistry, and other branches many of the students have distinguished themselves. Mr. William Taylor, one of the earliest settlers, has devoted much of his life to this valuable Institution. There are several private schools, which give an excellent education; but the chief educational institution is the Middlesbrough

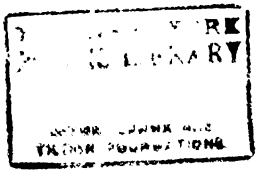
High School. Commenced several years before in a very modest way, it was removed in 1877 to a new and spacious building provided by Mr. Joseph Whitwell Pease, M.P., and partners at a cost approaching £20,000. The school-rooms are admirably arranged, and there is accommodation for 250 pupils, boys and girls; and the building is so planned that it may in course of years be harmoniously completed so as to form a quadrangle, and no doubt when the necessity arises there will be found the means of completing the design. The principal is Mr. John Sewell, B.A., who is supported by a staff of duly-qualified teachers. There have been established six scholarships of £15 each, retainable for three years, and open to the competition of scholars from any elementary school in the district.

The Newspaper Press has played no unimportant part in the progress of Middlesbrough; and it may be stated here that *The North-Eastern Daily Gazette* was the first daily newspaper in the North Riding of Yorkshire and South Durham; that it was the first to apply steam power to printing in the district; and that it has a larger circulation (with one exception) than any of the daily newspapers published between Leeds and Glasgow. The spacious offices in Zetland-road, opposite the entrance to the Railway Station, were erected several years ago; and in 1880 was introduced the Marinoni press, which is capable of printing and counting *The Gazette* at the rate of 25,000 copies per hour. The paper is produced by the new process of stereotype plates, and the whole of the appliances are as complete and effective as those in any newspaper office in the country.

Celebrations have been numerous, especially in the early history of Middlesbrough. One of the earliest public events after the opening of the shipping staiths was a public



THE MARINONI NEWSPAPER PRINTING MACHINE.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dinner to celebrate the passing of the Reform Bill in 1832. This took place on some ground near where Stonehouse's Mill was afterwards built. The new town thus early developed its character, since maintained, of a decidedly Liberal constituency.

The Middlesbrough Estate was bought in 1830. It measured about 500 acres, a very large area being salt marshes, and was purchased from William Chilton, of Billingham, Durham, for £30,000, by a firm named the Middlesbrough Owners. It is now jointly the property of Joseph Whitwell Pease, M.P., of Hutton Hall, Edward and Arthur Pease, M.P., of Darlington, owners of nine-tenths of the estate, and Henry Fell Pease, Esq., Darlington, who owns one-tenth. The estate was largely increased by the reclamation at different times of portions of mud-land under grant from the Crown, and by the purchase of the Longlands and Martin Grove estates, and portions of Ayresome Grange; also by upwards of 150 acres of marsh land to the west of the town, having an extensive frontage to the river on the south side of Billingham Reach, which has added greatly to its value as a manufacturing and shipping district. The price of building land has more than tripled within the last twenty years, while corner sites and small lots are difficult to obtain at exorbitant figures. The owners have constructed for the estate a large patent slipway dock, 430 feet long and 44 feet wide, with all modern appliances, including hydraulic ram, capable of drawing up the largest merchant vessel frequenting the port; iron sheer legs of great strength have also been erected in the shipyards, and bridges, new roads, and extensive wharves, with powerful steam cranes, in the west marshes, besides extending the private lines of railway and filling up to a higher level much of the building land below high water mark, thus contri-

buting to the sanitary improvement of the borough. In 1858 a new road was formed between Middlesbrough and Stockton, saving a circuit of nearly seven miles; spacious roads lead into the town from different directions; it may be said that the Middlesbrough Estate has proved a princely land speculation; and that the owners, whilst realizing fortunes, have well discharged the obligations which their splendid success involves.

Middlesbrough was at first governed by a body of Commissioners, and in 1841 an Act of Parliament was obtained for paving, lighting, and watching the town, and establishing a market. As stated in our biographical sketch of Mr. Bolckow, which covers so much of the town and trade of Middlesbrough, a Charter of Incorporation was obtained in 1853. The first Mayor was Mr. Bolckow; and the civic chair has been occupied by the following citizens, some of whom have passed over to the great majority:—

1853. Henry W. F. Bolckow.
1854. Isaac Wilson.
1855. John Vaughan.
1856. 1857. Henry Thompson.
1858. John Richardson.
1859. William Fallows.
1860. George Bottomley.
1861. James Harris.
1862. Thomas Brentnall.
1863. Edgar Gilkes.
1864. Francis Atkinson.
1865. George Watson.
1866. 1867. William Randolph Innes Hopkins.
1868. William Laws.
1869. Thomas Dalkin.
1870. Robert Lacy,
1871. Thomas Vaughan.
1872. Robert Stephenson,
1873. Edward Williams.
1874. Thomas Hugh Bell.
1875. John Dunning.
1876. David Douell Wilson.
1877. Samuel Alexander Sadler.
1878. William Bulmer.
1879. John Imeson.
1880. Charles Willman.

The Gas Works are the property of the Corporation, who also (as stated elsewhere) joined in 1877 the Stockton Town Council in the purchase of the Water Works, at a cost, including legal and other expenses, of £880,000. They possess power to acquire, under specified conditions, the

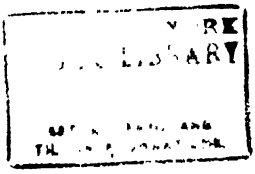
Tramways which were established several years ago by a Limited Company. An extensive drainage scheme has been successfully carried out; and the Council have purchased a valuable and central site in Corporation-road on which to erect public buildings. The Town Hall, which stands in the centre of the Market-place, was built in 1846, but has long been totally inadequate for its purposes. The Corporation Hall, in North street, was erected in 1840, at a cost of £4,500 in £100 shares, as an exchange and hotel; it was before its time, and did not prove successful. It was purchased and altered by the Corporation in 1850. In the Council Chamber is a life-size oil painting of the late Mr. Bolckow, presented by subscribers, and a like portrait of the late Mr. John Vaughan, presented by Mr. Joseph Dodds, M.P. The offices of the Town Clerk (Mr. George Bainbridge, solicitor) are in the upper part of this building, which has been offered to the Customs authorities for £4,000.

In 1851 the town was supplied by a Company with water from the Tees at Blackwall. A Fever Hospital has been erected near Linthorpe at a cost of over £7,000, and a palatial Workhouse in the same locality at a cost of £50,000.

The Cemetery in Linthorpe-road was opened in 1854, and a second one at Linthorpe in 1869. In 1855 the town suffered from a very severe visitation of Asiatic cholera, in consequence of which the Public Health Act was applied to the borough. The third Extension and Improvement Act was obtained in 1858. In 1860 the new road to Stockton was opened; and in the same year Middlesbrough was separated from the Port of Stockton. In 1862 the Steam Ferry to Port Clarence was introduced. The Middlesbrough Improvement and Extension Bill, for including Linthorpe, North

Acklam, and other purposes, passed through Parliament in 1866. By the Reform Bill of 1867 Middlesbrough was constituted a Parliamentary borough, and returned as its first member Mr. H. W. F. Bolckow, who was elected November 18th, 1868. In the Market-place the Corporation erected a Meat Market, representing a value of £5,000; and there are buildings for vegetable and provision vendors, &c. The Free Libraries Act was unanimously adopted in 1871. The Masonic Hall in Marton-road was erected in 1861, and the Temperance Hall in Gilkes-street in 1877; the long room accommodates 1,600, and the total value is £7,500. The Oddfellows' Hall in Albert-street accommodates about 1,200. In addition to the "Cleveland Club," Royal Exchange, there is a spacious club situated in Queen's Terrace—THE ERIMUS—which cost nearly £6,000. The Board of Works erected a new Post Office at an outlay of nearly £12,000—Mr. John Jordison (one of the oldest inhabitants) having been Postmaster for over a quarter of a century; when he entered on his duties in North-street he had seven hands under him—now there are more than seventy. The National Provincial, York City and County, Backhouse, and North-Eastern Banks have important branches in Middlesbrough; and the Yorkshire Penny Bank is extensively represented. In 1877 the North-Eastern Railway Company erected a splendid Station at Middlesbrough—sometimes compared to St. Pancras in its design—with an Excursion Station, together costing nearly £150,000. The distance from Middlesbrough to London by the North-Eastern and Great Northern Railways is 238½ miles; to Stockton 3, Redcar 7½, Saltburn 12½, Darlington 15, and York 50½ miles.

ZETLAND ROAD AND THE RAILWAY STATION.



VISIT OF THE DUKE OF SUSSEX.

It so happened that in the month of October, 1838, His Royal Highness the Duke of Sussex was staying with the venerable Earl of Zetland then Lord Dundas. The favourable opportunity thus afforded of securing a visit of Royalty to this neighbourhood was not lost. An invitation was forwarded to the noble Duke, who, without hesitation, accepted the same; and thus it came to pass that Middlesbrough for the first time was honoured by the presence of Royal blood. Everywhere enthusiasm prevailed, for not only did this illustrious Prince of the House of Brunswick appeal to the loyalty of the people, but his patriotism, liberality, unswerving zeal, and his consistency in fighting on behalf of civil and religious liberty, secured for him a hearty reception from everyone who had followed his political career. His Royal Highness on arriving at Middlesbrough was greeted with a Royal salute, fired by cannon which were placed on the river side. A carriage, covered with flags borne by captains of vessels, was in waiting; and from this the horses were detached, and the vehicle was drawn through the principal streets of the town by British tars, accompanied by representative associations. The spacious room of the Royal Exchange was prepared for the reception of the visitor; and among the distinguished guests who figured in this memorable event were the Right Hon. Lord Dundas, Thomas Hustler, Esq., of Acklam Hall (Chairman), the Right Rev. the Lord Bishop of Durham; Sir Samuel Crompton, Bart., M.P.; Joseph Pease, Esq., M.P.; Andrew White, Esq., M.P.; Hedworth Lambton, Esq., M.P. (brother to Lord Durham); Sir W. Foulis, Bart., Ingleby Manor; Henry Vansittart, Esq.,

Kirkleatham; Wm. Bayley, Esq., Stockton; Joshua Crompton, Esq.; Rev. Mr. Maltby; Wm. Skinner, junr, Esq.; Marshal Fowler, Esq., Preston Hall; Wm. Mauleverer, Esq., Arncliff Hall; Col. Hildyard, Stokesley; G. Croft, Esq. (Mayor of Richmond); Thomas Richardson, Esq., Stamford Hill, London, and Ayton House, Yorkshire; Rev. Isaac Benson, incumbent of Acklam and Middlesbrough; Rev. Mr Clark, incumbent of Guisborough; E. Pease, Esq., Henry Pease, Esq., Darlington; F. Mewburn, junr., Esq., Darlington; Robert Appleby, Esq., of Roseville; Thomas Richmond, Esq., Stockton; Messrs John Jackson, John Stagg, Robert Pulman, J. G. Holmes, Robert Lamb, J. Ayres, of Stockton; Walker, of Guisborough; Alphonso Clarke, Thomas Walker.

On this occasion the services of Mr. Wm. Fallows were, of course, indispensable, and, as the hon. secretary, his activity and politeness throughout the entire evening won golden opinions. The Mayor of Stockton (C. Lodge, Esq.) occupied the vice-chair, and he was supported by Messrs Joseph Taylor, Robert Simpson, Michael Graham, and J. S. Peacock. The entrance of His Royal Highness whilst the band played the National Anthem created extraordinary interest, and was the signal for immense cheering. At the time of which we write the illustrious Duke was one of the tallest and stoutest men not merely in the House of Lords, but in the country; neither in his appearance nor in his manners was there anything courtly; indeed, though brother of George IV. and of William IV., and though residing in this country during the entire regency and reign of the one and the reign of the other so far as it had passed, he had hardly ever breathed the atmosphere of a Court. There was dignity in his appearance—the dignity of a noble mind rather than

that of mere birth. He wore a blue coat with gilt buttons; on his breast were two stars and a cross, and round his neck was suspended the ribbon of the Bath. His head was covered by a velvet skull-cap, and he wore spectacles. Although advanced in years, not a single wrinkle could be discerned on his large full face, which betokened geniality, good nature, simplicity, and sincerity. After the applause had subsided, the Chairman read an address to the Duke thanking him for his kindness and condescension in honouring Middlesbrough with his presence—an event which would ever command their gratitude and remain fixed in their memories. The address continued:—"The place where we are assembled is as it were the creation of yesterday; if in its growth and present state there have been observed signs of the successful energies, enterprise, and industry of the English people, may your Royal Highness be graciously pleased to regard our invitation and the exultation with which we hail your visit as proofs that, though our little town contains little to attract the great or the learned, it possesses a population not backward in giving utterance to their honest and loyal emotions."

The Royal Duke, in response, said he felt much pleasure in coming amongst them, as it afforded him an opportunity of visiting Middlesbrough, and of making the acquaintance of many of his fellow-countrymen to whom he should not otherwise be personally known, although he trusted they were already intimately connected with each other by constitutional ties, by being mutually engaged in the promotion of the best interests of our common country, by arousing the energy, by exerting the enterprise, and by encouraging the industry of our enlightened and loyal people. The place from which he addressed them was calculated to create such thoughts in his mind. He was delighted to

witness the rising prosperity of their little town; and that that benign Providence which had hitherto presided over their enterprise from the beginning might continue to shine over their further labours and ensure their ultimate success was his sincere prayer for the inhabitants of Middlesbrough; and if he could at any time be of use to them they might depend upon his zeal and fidelity, as they might rely upon the sincerity of his good wishes and kind feeling towards them.

The CHAIRMAN then, in a few brief and kindly sentences, proposed the health of His Royal Highness, who, in responding, uttered the following memorable words:—"It is impossible, gentlemen, for anyone who reflects upon the march of intellect, and who sees what is taking place, not to be aware, according to the circumstances and position of the country, that different regulations must take place; and it becomes, therefore, the statesman to know when those alterations ought to take place, because by delaying them you then come to such an extreme that the alterations from one to the other create confusion. . . . It behoves every man to look at home, and to assist in that improvement which it is impossible, thank God, to prevent." In conclusion, he proposed "Prosperity to the Town of Middlesbrough."

Mr W. FALLOWS, who on rising to acknowledge the toast was loudly applauded, said he felt quite satisfied that that would be considered the proudest day of their lives, and would be remembered by them and their children to the last day of their existence.

"The Queen Dowager" was the next toast. It was drunk by the assembly, and acknowledged by her Royal relative.

"The Archbishop of York" followed, after which the

Chairman proposed the health of the Lord Bishop of Durham, who, in the course of an admirable reply, spoke of the means of human improvement and profit, and credited the people of Middlesbrough with a laudable anxiety to promote the spiritual improvement of the town—an improvement which, he said, had kept pace with the desire shown to extend its means of commercial enterprise. —"Lord Dundas, Lord-Lieutenant of the North Riding,"—having been toasted, the Chairman announced that the Duke of Sussex, acting under the advice of his medical man, would be obliged to withdraw. "Nay," interrupted His Royal Highness, with much good humour, "we must have one toast more. I have had many jovial parties in my life, and one of our songs was 'One Bottle More;' but I am under the doctor's hands, and I cannot do that, but I don't see why I should not have one glass more. If I could have remained I should have had many toasts to propose, and I should have begun with the ladies who have honoured us with their presence. I can assure you the time has passed away very pleasantly; and, as all things agreeable become painful when one is withdrawing from them, I beg to propose as a parting toast, 'Happy have we met, sorry do we part, and happy may we meet again;' and recollect, gentlemen, that the ladies are in particular included in this toast." (Loud applause, not unmingled with laughter, ensued.)—The Duke subsequently proposed the health of the Chairman, thanked him for the courteous manner in which he had presided, conveyed to him the feelings of the people of Middlesbrough, and invited him to his house when next he visited London. His Royal Highness then left the room, accompanied by Lord Dundas and the Bishop of Durham.—Joseph Pease, Esq., M.P., who met with a very warm reception, responded to the toast of "The Members

for South Durham."—Speeches were delivered by Mr. Mauleverer and other gentlemen, and a meeting which will ever figure conspicuously in the history of Middlesbrough was brought to a very successful close.

VISIT OF W. E. GLADSTONE, M.P.

No event is more vividly remembered than the visit of Mr. Gladstone to Middlesbrough. Thursday, October 9th, 1862, is a red-letter day, and marks a distinct stage in the progress of the town and district. The position of advancement which had been then attained was looked upon by all who saw it as wonderful; but many are the changes which have been wrought during the intervening nineteen years odd. Genial, good-hearted, and shrewd was the Mayor of that year—Captain James Harris, whom everyone bears in pleasant memory. The population was then about 20,000; and, although it possessed in some form most of the local institutions with which we are now familiar, it was only then that the place attracted general attention. Mr. Roebuck—the Right Hon. that was, before his departure from the stage on which he played many parts—confessed, when in Middlesbrough two years earlier, that he had never even heard of the name of the place. Although no special event had brought the then Chancellor of the Exchequer hither, his presence and his speeches lifted Middlesbrough as it were into a higher region, and brought a recognition which has been distinctly felt ever since. He received a right hearty welcome, and those who remember the circumstances say that they never saw the statesman who is to-day Prime Minister, and one of the foremost men of the age, more deeply impressed than he was with the spirit and progress he saw around him here. It

was in the afternoon, when an address of welcome was presented to the distinguished visitor, that Mr. Gladstone gave utterance to the phrase which has become part of our daily language:—"This remarkable place," he exclaimed, "THE YOUNGEST CHILD OF ENGLAND'S ENTERPRISE!" And it was at the banquet given in the then Station Hotel that Mr. Gladstone said—"Locomotion was the first agent in giving birth to Middlesbrough — to Middlesbrough, which, although it has become a great community, yet is, I confess, in my belief, but an infant compared with what it is destined to be. It is an infant, gentlemen, but it is an infant Hercules; and that motto

"ERIMUS,"

pointing to the future, which you have so judiciously chosen as your ensign, full of meaning and significance I believe it to be for every portion of this great country, and can nowhere be more full of meaning and force than in its relation to your own community." With these noble sentences, Mr. Gladstone concluded a speech of rare breadth and eloquence:—"I cannot thank you as I ought for the kindness that you have done me, but I can, from the bottom of my heart, wish you all success and all prosperity in your commercial, mining, and manufacturing pursuits; and I can cordially join with that wish the expression of the not less anxious hope that every higher interest—every moral and social, every political and religious interest—all that contributes to raise man in the scale of being, may within the limits of your town for ever flourish and abound." The principal speakers on that memorable occasion were Alderman Fallows and Henry Bolckow. In the course of his speech the former remarked that so little was Middlesbrough then known that one of the London journalists confessed that he could not find out where it was, and was astonished that the

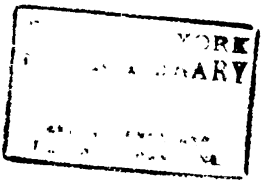
Chancellor of the Exchequer should visit such an obscure place! With the observation that Middlesbrough had no forefathers, he added that they had no endowed churches, no endowed schools, no alms-houses already established for the benefit of their aged and infirm;—all that had that day been witnessed was the creation of the people themselves; adding that there was one thing, however, which they did confidently expect, that within ten years they would be constituted a Parliamentary borough, and be "electing a Liberal member to represent them in Parliament and to support that Ministry of which the Right Hon. William Ewart Gladstone was so distinguished a member." The prediction was verified; Middlesbrough has a member, with a Parliamentary borough comprising 72,000 people, and has since its enfranchisement given an unbroken support to the principles represented by the Prime Minister. Mr. Bolckow also spoke, and recounted how the iron trade had developed under the beneficial influence of the recently-adopted (but now under altered conditions) French Treaty. In 1869, he stated, the exportation of iron from the Cleveland district was 33,441 tons; in 1860 it was 62,641 tons, rising to 94,411 tons in the following year, and in the first eight months of 1862 to 89,113 tons. "This," added Mr. Bolckow, "was exactly four times the amount exported before the Treaty came into operation. He thought the right hon. gentleman would be glad to learn that it was to his policy that this increase was attributable. Middlesbrough never for one moment doubted the correctness of that policy. They called a meeting, and addressed petitions and memorials praying for the carrying out of the Treaty; perhaps they were slightly interested; and he was exceedingly glad to have the opportunity of thanking the right hon. gentleman." It is a curious indication of the

irony of fate that in the Jubilee year—1881—an influential memorial to Parliament should have gone from Middlesbrough protesting against renewing the French Treaty because of its inequality and unfairness in imposing oppressive tariffs on our iron and steel manufactures. Mr. Isaac Wilson (now M.P.) also spoke, and, representing as he did even at that early stage the Tees Conservancy Commissioners, he alluded to the improvement of the port, and undisguisedly hinted that, although much had been accomplished, much more had to be done; and the right hon. gentleman, he hoped, would look favourably on the Tees, and give them a small portion of the grants which were annually spent in the magnificent trials of "shot and shell" —a hint which has not been without its effect. Mr. Gladstone never lost sight of Middlesbrough; he has always given to our appeals a favourable hearing; and on several occasions he has publicly acknowledged that in great national movements Middlesbrough has taken the lead. So late as March 15th, 1877, Mr. Gladstone, in response to unanimous resolutions of a great public meeting (presided over by Mr. H. G. Reid) demanding household suffrage in the counties, and expressing approval of his efforts in support of oppressed nationalities, wrote these striking words:—"I am personally gratified by the communication I have just received from you. It gives me a satisfaction of a higher order to learn that Middlesbrough still retains its active political vitality, and that, in its just solicitude for the extension of civil liberty at home, it does not forget the duty incumbent upon us of endeavouring to extinguish in the East oppressions truly abominable, which are a disgrace to Europe." Mr. J. W. Pease responded at the banquet for "Cleveland and the Iron Trade." Amongst those present were Mr. B. Samuelson and Mr. Joseph

Cowen; and the chronicler of the time tells that the audience broke up a little after ten o'clock, Mr. and Mrs. Gladstone taking their departure with Lord Zetland amidst the oft-renewed cheers of a large assemblage of people congregated at the door of the hall. Thus happily closed one deeply interesting and never-to-be-forgotten chapter in the history of Middlesbrough.

ERECTION OF THE MIDDLESBROUGH EXCHANGE.

In a place where business is conducted on a large scale, and is steadily extending—especially a business like the iron trade—a general rendezvous is needed;—a place wherein buyers and sellers may meet, and where the *feeling* of the trade may be ascertained; a place where manufacturers, agents, and consumers can hold free intercourse—and in this respect Middlesbrough for a long time was deficient. The defect was admirably supplied in the erection, at a cost of £28,000, of a pile of buildings which would do credit to any town. The desirability of an Exchange for Middlesbrough was first brought forward by Mr. Isaac Wilson, M.P., in 1864, and a committee appointed by the Chamber of Commerce to consider the subject having met, it was resolved—"That this committee, having considered the desirability of having an Exchange at Middlesbrough, are of opinion that there should be one." It was also resolved—"That, in order to erect an Exchange adequate to the increasing population and convenience of the district, a Company should be promoted under the Limited Liability Act of 1862, with a capital of £20,000, in 1,000 shares of £20 each, the Company to be entitled 'The Middlesbrough Exchange Company, Limited.'" Encouraging promises of support were received from the ironmasters and others, and


YORK
ARY

THE PARK GATES.

designs for the proposed building were invited, a premium of £100 being offered for the best design, and £50 for the second best, the prize plans to become the property of the Company; and, at a meeting held on the 7th February, 1865, it was resolved that the designs of Mr. C. J. Adams, of Stockton, be considered, taken as a whole, the most suitable for the requirements of the New Exchange, the elevation being decidedly in the finest and best taste of any of the competing designs, and the plans being easily capable of modification where improvements or alterations might be deemed necessary. The total cost of the building and site will now represent £30,000. The foundation-stone of the building was laid on Thursday, November 22nd, 1866, by Mr. H. W. F. Bolckow, chairman of the Company, and from that time the works were vigorously pushed forward, under the superintendence of the building committee. The total area of the building is 2,500 square feet; the length of the Albert-road and Club fronts is 130 feet; the Marton-road and Wilson-street frontages are each 178 feet in length. The CLEVELAND CLUB, which has handsome rooms in the Exchange, was formed in 1869.

OPENING OF ALBERT PARK.

It was reserved for HENRY WM. FERDINAND BOLCKOW, amply and with splendid munificence, to provide for the recreation of the people of Middlesbrough. For many years, we believe, Mr. Bolckow had this in view before it was in his power to carry out the generous purpose. In 1854 his intentions became known to a few. The great difficulty with which he had to contend was to find land sufficient in extent and suitably situated; and, after several unsuccessful efforts, he purchased, for the sum of £18,000, the fields which have been converted into a public park. It is unnecessary to

enlarge on the benefits that this spacious place of recreation confers on the toiling masses of a great and growing industrial community. When work is done, or on certain days of the week before it is begun, the working men have now the privilege of going out with their wives and children to breathe the balmy air and gather fresh strength, amidst flowers and trees, in *their own Park*—none daring to make them afraid. Well may the people be grateful for this unspeakable boon, the full realization of which they are now enjoying. The total cost of the Park as laid out was nearly £30,000, truly a wisely-devised and noble gift.

Prince Arthur (now Duke of Connaught) consented to open the Park. On the arrival of his Royal Highness at Middlesbrough, he was on all hands received with every token of loyalty and love. The immediate object of his visit accomplished, Prince Arthur was the principal guest at a splendid banquet, given in the new Exchange—certainly the noblest apartment, whether for a festival or a commercial gathering, in the North of England. On that occasion two speeches were made which at this time call for reproduction. Mr. W. R. Innes Hopkins, who had for the second time been elected Mayor, gracefully presided, and made several apt and elegant speeches.

The Archbishop of York, in proposing the health of Mr. Bolckow, said: I scarcely know, Mr. Mayor, a more beautiful work than that in which we have been engaged to-day. Mr. Bolckow has been in this place longer than—I do not know whether this is an Irish expression—longer than the town itself has existed. (Laughter.) He has stood by the side of the iron cradle in which Middlesbrough was rocked; he knows the town from the beginning of its history to the present day; and he knows what it wants, and what its interests are. Instead, then, of merely building to himself

that beautiful house in which he knows so well how to receive his friends with hospitality—(cheers)—instead of looking down from that serene height upon those who toiled and struggled hard to assist him in his enterprises—as men whose interests were quite indifferent to him—he has given to this town one of the most magnificent gifts ever offered by such a man. (Renewed cheers.) It has pleased him, with a self-denial which is also characteristic, to place over that park the name of the late Prince Consort. Instead of desiring that his own name might always be associated with it, he has put upon it the name of that wise Prince—that friend of true progress—that selfless man and stainless gentleman—whom God, in his inscrutable Providence, saw fit to take from us so untimely. But, at the same time, you will not forget that one who grew rich upon the industry of this place was the first to remember the duties that his riches entailed upon him, and who has taken very great pains, and spent enormous sums, in order that he might present this gift to-day entire and complete—worthy of him, and worthy of you. (Applause.) Of course, I do not wish that the splendour of the gift he has made should cause him to consider that his connection with Middlesbrough and its wants is closed by this transaction, because a reverend friend and myself, and perhaps many others, know that he has a splendid design in contemplation in reference to the education of this town. I say, then, that we have engaged to-day in a beautiful transaction, and one which, I am sure, will be always regarded with pleasure by the people of the town, by Mr. Bolckow himself, and by every-one connected with him, however remote. Mr. Bolckow, in that country which is remembered by you, I have no doubt, with unvaried affection—in Prussia—some of the girls wear little iron crosses, bequeathed to them by their

grandmothers, on which is written, "I gave my gold for iron." Those crosses commemorate the fact that Prussian women, in the time of a great struggle for national existence, brought every jewel and ornament they possessed to the common treasury, that they might do what they could to keep their nation free. If we wanted a motto for that park, we might write over it, not "I gave my gold for iron," but "I gave my gold in order that those through whom my gold came might have health and recreation, and might be drawn away from grosser pleasures to what is pure and true."

Mr. W. H. F. Bolckow, in returning thanks, said: I beg to return you my sincere thanks for the kind manner in which you have received the toast which has just been proposed in such complimentary terms, and I am sorry that I am unable to express to you in adequate terms my feelings of gratification at your generous reception, for I have been treated with more kindness than I could possibly have deserved. I cannot disguise from you the interest I have felt in the ceremony which has been so beautifully performed to-day by his Royal Highness Prince Arthur, to whom, and to Her Majesty the Queen, I shall ever feel under deep personal obligations. I rejoice to-day over the accomplishment of one of the objects which I have had in my mind for many years. (Cheers.) I have been so long and so intimately acquainted with the working population of this town, that for many years I have thought it my duty—and I think such is the duty of all those who are connected with the working classes, and dependent upon them to some extent—to endeavour to use the means at my disposal to provide for the people a place whither they might resort for their pleasure and comfort. I think it is of the greatest importance that men who toil hard during the week should

have every opportunity afforded them of obtaining invigorated health and pleasing enjoyment by means of a public park, and it is for that reason I am glad at the successful accomplishment of that effort which has just been terminated to-day. I have only further to express my sincere desire that this place of recreation may for many years contribute to the happiness and health of the inhabitants of the town. I am sure that the visit of His Royal Highness to Middlesbrough will be remembered with affection and loyalty, and will always form one of the most important events in its history.

The following letter, received by Mr. Bolckow from the Queen, is in some way indicative of the impression made upon Prince Arthur by what he saw and heard whilst in Middlesbrough and an honoured guest at Marton Hall:—

"Pension Wallis, Lucerne,

"August 17th, 1868.

"Sir,—The circumstances attending the reception of H.R.H. Prince Arthur at the opening of the park at Middlesbrough have been reported to the Queen, and Her Majesty has learnt with great satisfaction how strong a feeling of loyalty towards herself and the Royal Family was evinced on the occasion.

"Prince Arthur expressed verbally the gratification he derived from the loyal and enthusiastic greeting which was accorded to him, but the Queen is unwilling to leave unnoticed the conspicuous share taken by you in receiving and entertaining His Royal Highness, and has commanded me to return to you Her Majesty's thanks for your magnificent hospitality.—I have the honour to be, sir, your obedient humble servant,

"(Signed) T. M. Biddulph.

"H. W. F. Bolckow, Esq."

THE FREE LIBRARY.

Middlesbrough became possessed of a Free Library in July, 1871. The benefits flowing from the establishment in Newport-road are incalculable; and the rare activity of the committee—headed by Mr. Alderman Thomas Hugh

Bell—is such that we may fairly anticipate from this educational agency results even superior to those hitherto realized. The appended table shows the class of borrowers registered since the opening of the Library :-

CLASS OF BORROWERS.	Up to the 30th Sept. 1880.	During Year Ending 30th Sept., 1880.	Total Number.	Precentage of Total.
Ironmasters and other employers of labour	75	15	90	1·1
Tradesmen	982	72	1054	13·1
Ministers, solicitors, surgeons, and teachers	544	46	590	7·3
Clerks, agents, managers, draughtsmen, and brokers	1521	152	1673	20·7
Mechanics and artisans	1947	158	2105	26·1
Labourers	597	49	646	8·0
Sailors	66	6	72	·9
Customs, Police, Post Office, and railway officials	143	17	160	2·0
Dressmakers and milliners	158	11	169	2·1
Domestic servants	114	13	127	1·6
Married and single women of no particular occupation	962	123	1085	13·4
Boys and girls at school	265	37	302	3·7
Total	7374	699	8073	100·0

THE CLEVELAND LITERARY AND PHILOSOPHICAL SOCIETY.

On Friday evening, October 2nd, 1863, a meeting was held in the Lodge-room of the Oddfellows' Hall for the purpose of considering the desirability of establishing a Literary Scientific Society in Middlesbrough "for the cultivation of literature, science, and the arts." Dr. Bodington formally proposed, the Rev. W. Bradley seconded, and it was unanimously agreed that a Society of a literary and scientific nature should be established in the town. It was subsequently resolved that the Association should be called the Middlesbrough Athenæum. The

first general meeting of the Society was held on the 11th of December, 1863; on the 2nd of December the inaugural address was delivered in the Town Hall by Dr. M'Glashan; and on the 20th of January, 1864, the first of a course of lectures was delivered by Dr. Bodington, the subject being "Gymnastic Clubs," or, more properly, exercise and its bearings upon the laws of health. After a somewhat varied history — after battling with many difficulties, it was resolved to provide a suitable meeting place for the Society. This effort was probably stimulated by an observation which Dr. Carpenter made in a lecture delivered by him at Brighton. He stated that some time before he had been at Middlesbrough; whilst there he found, almost on every hand, signs of great commercial and industrial advancement, but that the local Literary Society was located in two dingy back rooms. When the endeavour to erect a new building was made, the Institute was designated the "Cleveland Literary and Philosophical Society." An appeal for support was made to the leading firms; a ready response was given—among those who afforded substantial assistance being Messrs. Pease and the late Mr. Bolckow; and the foundation-stone of a new building, estimated to cost £4,500, was laid on Thursday, October 7, 1875, by Sir Stafford Northcote, then Chancellor of the Exchequer. Mr. Jno. Gjers, J.P., was then President of the Society, which owes much of its success to his intelligent and persistent efforts. The Society now numbers over 500 members; and in order to place it in a proper position a bazaar, which realized nearly £1,000, was held in October, 1880. Amongst the Presidents have been B. Samuelson, M.P., D. Buckney, I. L. Bell, F.R.S., John Gjers, E. Williams, J.P., H. G. Reid, J. T. Belk, and Dr. Veitch.

THE INFIRMARY.

The North Riding Infirmary, a large plain brick building in Newport-road, was commenced in 1860, and finished in 1864, at a cost of £8,500. The foundation-stone was laid by the Earl of Zetland on August 7th, 1860, and it was opened for the reception of patients in June, 1864. It contains eight wards, holding beds for 64 patients, with other apartments necessary for an establishment of its kind. It is supported entirely by voluntary contributions; chief among the benefactions must be mentioned the donation of £5,000 by the late Mr. Bolckow. Thus one requirement of the district has been long nobly supplied, and deserves special notice. When it was first proposed to erect an Infirmary of large dimensions, many were doubtful if the cost could ever be raised, and a heavy debt remained for a length of time on the building—cramping the energies and narrowing the résources of an invaluable and, as may be supposed in a district so subject to accidents, a much-needed institution. It was resolved that the incubus should, if possible, be wiped off; and an influential committee was formed for the purpose of getting up a bazaar. With a readiness and munificence seldom evinced, the ladies of the town and district came to the rescue; and on Wednesday, the 29th of July, 1868, a collection of articles of every variety and rare elegance, representing in value about £3,000, was exhibited in the new Exchange—generously granted for the occasion, and on that day first opened to the public.

At North Ormesby there has long existed the Cottage Hospital—where patients are freely received, and tended chiefly by ladies who have devoted their lives to this labour of love; lately an "A. B. Cochrane Memorial Wing" was added; and the benefits of this admirable Institution thus greatly extended.

THE CHURCHES.

THE industrial development of Middlesbrough has been the subject of universal comment, and it is reassuring to know that, whilst great in this respect, its leaders have not forgotten that its life is greater than its trade, and that without provision for intellectual and religious wants no community can truly prosper. Of the highest importance, therefore, is it to bestow proper attention on the various societies which exist to disseminate knowledge; to elevate the moral, social, and intellectual standard; and for the inculcation of those spiritual principles which play the most important part in the life of peoples, and which it is alone the province of religion to impart. Looking at the progress made by the various religious bodies in the town during the past fifty years, it must be remembered that the population is a mixed one, and that only a comparative few of the adults can claim the district as their birthplace. The population consists of English, Scotch, Irish, Welsh, and a large intermixture of Germans, Jews, and Americans who have migrated hither for a home. This will account for the fact that Middlesbrough has never been noted for any overwhelming following to any particular creed, and

also, to some extent, for the prosperity of the exceedingly large number of religious denominations represented. At the present time the population of Middlesbrough is approaching 60,000, and to meet the religious needs of this mass of people no less than thirty-nine churches, representing fifteen religious denominations, exist. And in addition to this number there are six Mission stations in full connection with the various bodies, and four altogether independent Missions without professed adhesion to any particular creed. Ordinary Church-rates were never levied in the town, the churches—Established and Dissenting—being almost entirely the fruits of the free-will offerings of the people.

The following statement will show the respective positions of each denomination, together with a record of its local history :—

EPISCOPALIAN.

St. Hilda's.—Local history tells us that in ancient times there was a priory at Middlesbrough dedicated to St. Hilda, and containing, when in its prime, about two dozen monks of the Benedictine order, governed by their own Prior. The Priory of Middlesbrough was given to the Abbey of St. Hilda at Whitby, with some land, by Robert de Brus, of Skelton Castle. After the Reformation, the chapel, which, from architectural evidences, appeared to have been built in three different centuries, fell into decay and ruin. Some of the stones of the old Priory are built into the gable end of one of the outbuildings of the Middlesbrough Hotel, and a few years ago a number of them were to be seen studding the walls of the farmhouse at Newport, and some containing the well-known zig-zag Norman markings were removed, and placed in the museum of the Church Institute, then in Albert-road. The

graveyard attached to the old Priory church continued to be in use until quite a recent period, and after the present church of St. Hilda was built. The present building was erected from designs by J. and B. Green, of Newcastle-on-Tyne, the foundation-stone being laid by the late Mrs. Hustler, of Acklam Hall. The church was consecrated in 1840, and accommodates 800. The first curate-in-charge was the Rev. John Gibson. The living of St. Hilda was at first a curacy of Acklam. Mr. Morris succeeded Mr. Gibson, in turn followed by the Rev. John Peel and the Rev. R. Bradley, after whose removal the church was made a separate incumbency and vicarage, the Rev. J. K. Bealey, B.A., being appointed to the living, which is in the presentation of his Grace the Archbishop of York. The parish of St. Hilda is a very large one, but efficiently worked, there being a large staff of lay helpers. In connection with St. Hilda's Church there is a very large and handsome building erected in Lower West-street, near the Church, which is used as a day and Sunday school. The Sunday scholars number 500. The building was erected in 1869 on land presented by Hopkins, Gilkes, and Co., at the sole cost of the late Mr. H. W. F. Bolckow, from the designs of Mr. Marten, a German architect, and cost £6,000. St. Hilda's is the parish church, the endowments and other privileges being attached thereto.

St. John's Church was consecrated and opened by his Grace the Archbishop of York in 1865. Its erection became a necessity consequent upon the population having increased from 5,000 in 1840 to 25,000 in 1865. The parish was formed out of the overburdened one of St. Hilda's. The designs of the church were by Norton, of London, and its total cost £5,500. The building, which is a handsome structure, is cruciform in plan, and designed in the style of

the thirteenth century. It accommodates 900 persons. The present Vicar is the Rev. E. O. Herbert. In connection with the church there are several guilds for the training of adults and minors. The Sunday School has 500 names on the register, and a staff of 30 teachers. The Rev. Adam Clarke Smith was the first Vicar, and he laboured incessantly in establishing both church and schools.

St. Peter's Church, situate in Lower East-street, commenced in a very unpretentious manner. The nucleus of communicants was formed in 1869 out of the parish of St. John's. The present church was erected by Messrs Shafto and Barry in 1874 from the designs of Mr. W. H. Blessley; the total cost being £2,000, providing accommodation for 350 persons. The building in 1881 was enlarged to accommodate an additional number of 100. The first curate-in-charge was the Rev. E. G. Parr, and the present and first Vicar is the Rev. E. H. Rowland. There are several Christian agencies at work, the most promising amongst which is the Sunday School, numbering 200 scholars. This church, like St. John's, was born of the necessity that arose for providing for a densely-populated district.

St. Paul's Church, which accommodates 750 persons, was erected in 1871. The Mission was commenced in 1867 by the Rev. Geo. Austen. After the church was opened, the parsonage house adjoining was built, at a cost of £2,400; and in November, 1876, His Grace the Archbishop of York opened a Mission Room in Cannon-street, which accommodates 300 worshippers. In connection with St. Paul's there are three curates. The work of the parish is carried on with great activity. The present Vicar is the Rev. A. Kaye, M.A. The Sunday School numbers about 400, and the communicants 300.

All Saints' Church is the last edifice of the Church of England erected in Middlesbrough, and, like the other churches, became a necessity on account of the increasing population. It is situate at the corner of the Linthorpe and Grange roads, and is a very handsome and solid structure, the exterior of which is of rough stone brought from Barnardcastle. The parish of All Saints' was formed out of the overburdened parish of St. John's in 1871. The site of the church was secured in 1872 for £3,300. The architect was Mr. Street, and the contract of Messrs Simpson and Baker for the building was accepted for £7,744, exclusive of fittings. Mr. W. R. Innes Hopkins laid the foundation-stone in 1875, and after several unfortunate delays the church was completed in 1878 as it at present appears. By a special license granted by the Archbishop of York the nave of the church was opened for divine service in December, 1877. The steeple of the church has yet to be erected; but even in its present condition this building is one of the few architectural adornments of the town. The present Vicar is the Rev. J. W. H. Carr. Various institutions for the training of the young are energetically conducted, and a Sunday School, numbering 400 scholars, is efficiently managed by a staff of 25 teachers. The first instalment of a new organ was opened by the Archbishop of York, October 7th, 1881.

St. Barnabas', Linthorpe, is a conventional district, in the charge of a stipendiary curate. It covers a large but comparatively thinly-populated area. The Mission was started in 1872 by the Rev. Geo. Austen, at that time Vicar of St. Paul's, Middlesbrough. The first religious service was held March 24, 1872, in Oliver's Gymnasium, which, for the nonce, was styled "The Mission Room." In 1873 the Cemetery chapel was utilized for the purpose of public

religious services, and in 1875 the present Mission church was erected. The edifice accommodates 200 persons, and cost £500. The present curate is the Rev. J. W. Dales, who is also chaplain to the Middlesbrough Workhouse, which is situate in his district. 100 scholars are efficiently taught in the Sunday School connected with the church.

Holy Trinity, North Ormesby, was constituted a conventional district in 1859, and embraced the outlying portions of the large parish of St. Hilda's, Middlesbrough. The year previous, however, Mr. J. S. Pennyman erected a small school at the junction of Smeaton-street and West-terrace, and there, until the Rev. A. C. Smith, M.A., was appointed curate-in-charge, he personally conducted religious services. The population was then very small. In 1862 the scheme for the erection of the present church was actively set on foot. The foundation-stone of the first portion of the building was laid by His Grace the Archbishop of York in 1868. The plans were by Mr. W. White, of London, and the contractor was Mr. A. King, of North Ormesby. The church was consecrated by the Archbishop on the 26th November, 1869. In 1879 the building became so inadequate to the requirements of the parish that an appeal was made for its enlargement. Funds were forthcoming, and on the 26th of November of the same year the memorial-stone was laid by Mrs. Pennyman. The enlargement, which was completed in October, 1880, increased the accommodation from 429 to 762. Owing to legal and other difficulties North Ormesby was not constituted a separate ecclesiastical parish until 1871, in June of which year the Rev. W. R. Sharrock became the first Vicar, and he still holds that important office. The patronage is vested in the Archbishop of York. In connection with this church is the largest Sunday School in the district; the scholars number over 800.

South Bank Mission.—This Mission has always been under the control of the Vicar of Eston. It was commenced in 1873 by the then Vicar, the Rev. Mr. Moyle. He appointed his curate, the Rev. R. Postance, to the oversight, who in 1877 was succeeded by the present curate-in-charge, the Rev. J. T. Bingley. Prior to the year 1877 the services were conducted in a school-room, the property of Major Stapleton, but in that year the building was sold, and the services have since been held in a Mission situate at the corner of York and North streets. The site for a new church, presented by Major Stapleton, at the corner of Redcar and Normanby roads, has been properly conveyed to the Ecclesiastical Commissioners, but, owing to various causes, the project of erecting a building was abandoned. The scheme is now being resuscitated, and probably at no very future date a church will be erected. Considering that the population is now 10,000, there is every likelihood of the district being formed into an ecclesiastical parish. Fifty persons communicate, and full choral services are held.

THE CHURCH OF ROME.

The introduction of Roman Catholicism into Middlesbrough during the present epoch dates, so far as can be gathered, from the year 1838, when the Rev. Mr. Dugdale, a priest from Stockton, ministered occasionally to a small congregation in an "upper room" in West-street, subsequently used by the Unitarians. In 1841 or 1842 the late Bishop Briggs, yielding to the entreaties of the flock, appointed the Rev. W. Walsh as resident priest, who performed his functions in a room over the printing establishment of Mr. Jordison in Dacre-street. Being forced to leave this place, he and his people found a temporary home in Suffield-street, and in the year 1848 succeeded in

erecting a small chapel on the site upon which the present noble Cathedral stands. In 1854 the Rev. Father Burns succeeded to the charge, and under his aggressive *regime* the congregations increased, principally on account of the large influx of Irish into the town. During the sixteen years that Mr. Burns ministered to the spiritual wants of his people the chapel was twice enlarged, and made capable of seating 700 persons. In 1870 Father Burns was removed to Selby, and during the short interregnum which followed a Dutch priest, the Rev. Mr. Van Meerendonk, officiated. In 1871 the Rev. Father Lacy (the present Lord Bishop) took charge, and at once diligently applied himself to the welfare of the Roman Catholic population, which was now very large indeed. The passing of the Education Act of 1871 aroused the Roman Catholics to their responsibilities, and, to meet the requirements of the new law, it was found that school accommodation must be provided at once for 1,200 children identified with their church. Manfully did Father Lacy and his coadjutors set to work, and speedily St. Patrick's Schools, at the western extremity of the town, were erected. Shortly after this the noble pile of St. Mary's Schools, adjoining the present Cathedral, were also completed; and so soon as the schools had been opened the project of erecting a large church was considered, and steps were taken for its erection. The appeals put forth met with a ready response, and the present beautiful Cathedral was consecrated by His Eminence Cardinal Manning on the 21st of August, 1878, amid the general rejoicing of the adherents of the Roman See. Just before this Father Lacy was created a Dean, and shortly after elevated to the rank of Bishop, with the new building of St Mary's as his Cathedral Church, which is the handsomest and largest ecclesiastical edifice in the town. It was erected from the designs of Messrs. Goldie

and Child, of Kensington, London, and accommodates 1,000. The estimated cost was £10,000; but several portions have yet to be completed; and the total cost of the whole range of buildings is estimated at more than £20,000. The schools are taught by Nuns.

South Bank Chapel.—This building was erected as a school-chapel in the year 1874, to meet the requirements of the unusually large Roman Catholic population. The Rev. Thos. Holland was appointed the first incumbent, and the duties becoming excessively heavy an additional priest, the Rev. Geo. O'Callighan, was appointed as assistant to Mr. Holland. The building was erected from the designs of Mr. M. Carr, of Sheffield, and formerly of Middlesbrough, and cost £700. At the time of the publication of this work spacious schools and commodious clergy-house are being erected.

Port Clarence Chapel, being situate upon the north side of the River Tees, is outside the diocese of the Bishop of Middlesbrough, but under the jurisdiction of the Lord Bishop of Hexham and Newcastle. In 1865, the Roman Catholic population of Port Clarence and Haverton Hill having grown considerable, Dr. Hogarth, the then Lord Bishop, appointed the present priest, the Rev. Michael Thomas Burke, to the charge. The first service was held in the School-room, and continued there for fourteen years, when, to meet the increasing requirements of the place, the present school, chapel, and presbytery was erected in 1879. The foundation-stone was laid on July 19th, of that year by Dr. Chadwick, the present Lord Bishop of Hexham and Newcastle, and opened on December 25th following. The architect was Mr. R. Robinson, of Darlington, and the contractors Messrs Craggs and Benson, of Stockton. The cost, inclusive of land, amounted to £2,500. The chapel will seat 600 adults, and the schools 250 children.

THE WESLEYAN METHODISTS

are the most numerous and influential body of Nonconformists in Middlesbrough, and they were the first to supply the religious needs of the young colony. The introduction of Wesleyan Methodism dates from the time of the first shipments of coal fifty years ago. At that time a large room was erected for the convenience of the coal-heavers, and in that place local preachers from the Stockton circuit held regular religious services. The first chapel was in West-street. The erection of a more commodious chapel became a necessity, and in 1839 the

CENTENARY CHAPEL, in the Market-place, was erected at a cost of £1,200, and accommodates between 400 and 500 persons. In 1850 the chapel was enlarged to accommodate an additional 200, at a cost of £800. At this time the population was 7,000. In 1860 it became obvious to many that a grand future was in store for Middlesbrough, and that ultimately a new and large place of worship would have to be erected. Acting upon this idea, the site upon which the

WESLEY CHAPEL now stands was purchased, and in 1862 building operations were commenced. The architect was Mr. Taylor, of York; and the total cost amounted to £6,000. The chapel seats 840 persons, and was opened in 1863. It is the finest Nonconformist place of worship in the town, and, being situate at the corner of Linthorpe and Corporation roads, occupies one of the most prominent positions. At the rear of the chapel a noble pile of school buildings have been erected, which cost £2,000. As the population continued to grow, streets of houses were erected towards Newport, and became tenanted so soon as built. To meet the religious needs of the people of this part of the town the

West End Chapel was erected. The building, which is an iron structure, and includes a small school at the end, was built by Messrs Dixon and Co., of Liverpool. It seats 500 persons, and cost £2,000. The foundation-stone was laid in April, 1873, by Ald. R. Stephenson, J.P., Mayor of Middlesbrough that year, and one of the worthiest citizens, and the building was opened the following November.

South Bank Chapel.—The Mission in South Bank was started in 1840, and gradually gained strength. A small chapel was erected in Normanby-road, in which regular services were conducted up to October 2nd, 1881, when the present chapel in the Middlesbrough-road, at the western extremity of the town, was opened. This building, with schools adjoining, which is the finest in the whole of South Bank, was designed by F. R. N. Haswell, F.R.I.B.A., of North Shields, the contractor being the late Mr. John Clark. The total cost was £4,000, and accommodation is provided for 720 adult persons. The schools accommodate 300 children. This Society numbers 150 persons.

North Ormesby Chapel is situate in Smeaton-street. It is a small edifice, seating 200 adults, and originally belonged to another religious body. The membership numbers 70, and the Sunday scholars 150.

Linthorpe Chapel seats 100 persons. It was erected in the year 1860, and has now but a very small membership. The building cost, with schools, £400.

In addition to the chapels mentioned, there is a large Mission station in Lord-street, Middlesbrough, and smaller ones at Port Clarence and Haverton Hill.

THE PRIMITIVE METHODISTS.

Primitive Methodism was introduced into Middlesbrough in the year 1835; the first place of meeting was in Davison's-

yard, Dacre-street. The congregation gradually increasing with the overgrowing population, the site of the present

Richmond-street Chapel was purchased from the Middlesbrough Owners. The chapel, which cost £350, was opened on June 6th, 1841, and the first sermon was preached by the Rev. George Stanfield, of Whitby. The chapel has since been enlarged. The membership of this place of worship is 121 persons. The Sunday scholars number 270.

Gilkes-street Chapel.—The present school in Baxter-street was erected in 1867 at a cost of £880, and for some years was used as a chapel. In 1877, the members having become considerable in number, entered upon the erection of the present Gilkes-street Chapel, which was opened in 1878. The architect was Mr. Ralph Jackson, of Middlesbrough, and the contractor Mr. Lord, also of Middlesbrough. The building, which is a very handsome structure, and the chief of the Primitive Methodist Chapels, cost £3,400, and accommodates 850 adult persons. The membership is 190, and the number of Sunday scholars 380.

Linthorpe Chapel was erected in 1863 at a cost of £100. It seats 100 persons, and has a membership of 22. The Sabbath scholars number 58.

South Bank Chapel.—The original chapel, situate in Normanby-road, was erected in 1861, and is now used as a sale room. The present chapel, in its immediate vicinity, was erected in 1880 by Mr. John Nottingham, of North Ormesby, from the designs of Mr. George Race, of Westgate, Weardale. The cost was £2,500, and the accommodation is for 720 adult persons. It is a substantial building, and has good school-rooms adjoining. The membership is 109, and the Sunday scholars number 280.

North Ormesby Chapel, situate in Nelson-street, was erected in 1864, at a cost of £485. It is a very plain build-

ing, and seats 240 persons. The membership (including those connected with the Mission in the High-street), numbers 107. The Sunday scholars number 381.

THE UNITED METHODIST FREE CHURCH.

The introduction of Free Methodism into Middlesbrough dates from the year 1853. At that time a church, consisting of four members, was formed, and a small room in West-street was rented to serve the double purpose of a chapel and Sunday School. In 1858, the membership having increased to 30 persons, the chapel now situate at the back of Northbrook Buildings, in Linthorpe-road, was erected. In 1872, in consequence of the great success which attended the ministry of the Rev. John Fish, the Linthorpe-road chapel was found too small, and the site of the present

GRANGE-ROAD CHAPEL was secured. In 1874, principally through the earnest efforts of the Rev. Josiah Bennett, the building scheme was put forward, and on the 8th of October, 1875, Mrs. C. F. H. Bolckow, of Marton Hall, laid the foundation-stone; in February, 1877, the schools adjoining were opened; and on the following September the chapel was completed, and the opening services conducted. The chapel, which is designed to seat 1,000 persons, cost £8,200, inclusive of the schools adjoining, and is one of the most valuable properties in the town.

PARADISE CHAPEL, MILTON STREET. — The Society worshipping in this chapel commenced as a Mission from the Linthorpe-road Chapel in 1866, to meet the religious requirements of the western portion of the population, which was now growing considerable. The first meeting-place was a joiner's shop in Fleetham-street, where a Sunday School was formed, and regular religious services held. The success of the Mission led to the erection of the present chapel and schools, which are assigned to the

United Methodist Free Churches upon what is known as the reference deed. The foundation-stone was laid by Isaac Wilson, Esq., of Nunthorpe Hall, on the 2nd of December, 1867; and the chapel was opened in June, 1868, by the Rev. Richard Chew, the then President of the annual assembly of the body. The architect was Mr. John Hunter, and the contract was let to various parties. The total cost was £1,400, which includes the erection of an infants' school and vestries, which were added at a later date. The chapel accommodates 300 persons, and the membership is 110, the Sunday scholars numbering 350.

South Bank Mission is worked by the Middlesbrough Society. The small chapel in which the services are held is situate in Nelson-street, and was erected in 1878, at a cost of nearly £800. The membership is at present small.

METHODIST NEW CONNEXION.

Like all other religious bodies, the cause of the Methodist New Connexion began in a very small way, but, unlike the majority, is of quite recent date. In 1870, chiefly through the instrumentality of Mr. S. A. Sadler, the Rev. T. P. Gilton, an ex-President of the Conference, visited Middlesbrough, and occupied in turn most of the Nonconformist pulpits in the town. He gathered a small company of twenty persons round him, chiefly ironworkers, who had migrated hither from Staffordshire, and these formed the nucleus of the present church. The site upon which the present chapel stands in Corporation-road was purchased from the Middlesbrough Owners for £700, and the present iron structure was brought from Shields, and cost £300. The building was opened in February, 1871. The debt on the church, which will accommodate 400

persons, was totally extinguished in 1875. The membership is 80; and in connection with the church is a good Sunday School, numbering 220 scholars, and other useful institutions.

THE WELSH CALVINISTIC METHODISTS

are a small congregation who, in 1859, separated from the rest of the Welsh congregations of the town, and commenced an independent meeting in a small room in Lithgow-yard, Lower East-street, and the Rev. John Davis, of Witton Park, officiated once a month. In 1868 the congregation removed to the Oddfellows' Hall, and in 1873 the pastorate was accepted by the Rev. R. L. Jones. In 1874 it was decided to build a chapel, and a freehold site in Boundary-road was purchased from the Middlesbrough Owners. Plans were prepared by Mr. R. J. Roberts, architect and builder, one of the local preachers in connection with the body, to whom, also, the contract for the building was let. Owing to various causes, the building has never been finished, but services have been regularly held since 1876, when the chapel was opened. The cost up to the present time has been £1,100; and when the chapel is finished, which it is expected to be in a short time, accommodation will be provided for about 600 persons. The church membership at present is small.

THE CONGREGATIONALISTS.

Congregationalism was first introduced into Middlesbrough in the year 1837, the population of the town being at that time about 2,000. A room was opened in Stockton-street, the minister being the Rev. R. Longley, sent here by the London Home Mission Society, and whose congregation at first numbered 20 persons. In 1838 the foundation

was laid of a new chapel in East-street, which was opened the next year; and again, after worshipping seventeen years, a larger and more commodious chapel was required. In the year 1856 the foundation-stone of the

QUEEN'S-TERRACE CHAPEL was laid by Isaac Wilson, Esq., and in due time was opened by Dr. Massie. The building contains sittings for 700 persons, and is somewhat striking in appearance. Many ministers have officiated here, but specially successful were the labours of the Rev. J. Parnaby, who originated the separate church now worshipping in the Cannon-street Chapel. The present minister is the Rev. J. P. James.

CANNON-STREET CHAPEL.—This building originated as a Mission in June, 1873. At first rooms were occupied in Calthorpe-street, and the services were conducted by the Rev. W. Brown, the present minister. On June 2nd, 1874, the foundation-stone of the present chapel was laid by Arthur Pease, Esq., M.P., and the building opened on November 26th of the same year. The total cost was £1,560, and accommodation is provided for 250 persons. In 1878 the members, who numbered 42, were constituted a separate church independent of the Queen's-terrace Church, its parent. A flourishing Sunday School of 430 scholars is in connection with the church.

THE WELSH CONGREGATIONAL CHURCH, Marton-road, was built in 1874, though for some twenty years previous to that date the congregation had worshipped in various public rooms and buildings in the town. The foundation-stone of the present chapel was laid by Joseph Dodds, Esq., M.P. for Stockton, in April, 1874, the first officiating minister being the Rev. Mr. Hughes. The building is a handsome structure, and seats 500 persons, having a commodious school-room underneath.

THE BAPTISTS.

It was in 1849, when large numbers of people were coming to the town, that it became necessary a Baptist church should be formed in Middlesbrough. The Rev. W. Leng, minister of the Stockton church, and a few other gentlemen, took the West-street Chapel (vacated by the Unitarians) for their meetings, but were only able to hold services once a month. In three years, however, their numbers having increased, weekly meetings were held, and in 1861 their numbers were considerable. The Rev. W. M'Phail commenced his duties here in 1862, but soon after his settlement some difference arose in respect to the constitution of the church, the result being a separation of its members. The majority remained with Mr. M'Phail, and this portion of the Baptists formed the nucleus of what is now the

NEWPORT-ROAD BAPTIST CHURCH, which was opened in 1874. Previous to that, however, large schools had been built in Park-street, at a cost of £2,000, which building is now used as a Sunday School and lecture-room. The Rev. William Bontems was then pastor, and was the means of laying the foundations on which others have successfully built. The foundation-stone of the present chapel was laid by Thomas Vaughan, Esq., and the cost (exclusive of land and schools) was £2,700. The Rev. W. H. Priter was at this time pastor; and with rare devotion he worked in the cause, gathering funds and winning friends, till he was cut down in the bloom of manhood and fullness of his spiritual inspiration and power. The building is designed to seat over 1,000 persons. The opening services were preached by Dr. Landels, of London, the church being at present under the pastorate of the Rev.

W. Whale. In connection with the church there are various institutions, principally among which are the Park-street Mutual Improvement Society and Young Men's Christian Association. The Sunday School numbers 250 scholars, and the church membership is nearly 300. A monthly paper, entitled "The Observer," is edited by the minister, and is widely circulated.

South Bank Mission. — This Mission has been in existence about five years, and was an offshoot from the Baptist Church, Newport-road, Middlesbrough. Its members are small, and has now no minister. The members worship in the Drill Hall, Normanby-road, a large room graciously lent to them.

The Welsh Baptists. — This body has necessarily ever been small, being exclusive in doctrine, and confined to the Welsh people. In 1858 a few persons formed themselves into a Welsh Baptist Church, but for a very long period after this date worshipped with other Welsh denominations. They rented a small room in Stockton-street, and in 1870 migrated to the Oddfellows' Hall. Gradually increasing in numbers, the Rev. R. Evans, of Witton Park, became their recognised minister, and it was during his ministry that the present chapel in Brentnall-street was erected, the foundation-stone of which was laid by H. G. Reid, Esq., in 1876. The building is an iron structure, designed to seat 400 persons, and cost a little over £700. In 1877 the Rev. R. Evans resigned his charge, and in September, 1881, the present minister—the Rev. T. Jones, of Penydarren—became the pastor. The present membership is about 100, and, considering that only a limited number of persons are united with any special claim, good congregations attend the services.

ENGLISH CALVINISTIC BAPTISTS.

This Society is comparatively small, and was only formed into a distinct body in October, 1880. The present meeting-place is the Vanguard Room, Boundary-road.

THE PRESBYTERIANS.

THE UNITED PRESBYTERIAN CHURCH, NEWPORT-ROAD.—Presbyterianism was introduced into Middlesbrough on the 29th of September, 1861, when the first sermon was preached by the Rev. Jas. Douglas in the British School-room, Stockton-street. A few weeks afterwards services were commenced in the Town Hall, and the scheme for erecting the present chapel was pushed forward. In 1863 the Rev. Jno. M'Neill was inducted to the pastorate. At this time the church numbered 34, and gradually increased. The new church was opened on June 6th, 1865, and seats 650, the total cost, inclusive of schools and vestry, amounting to £2,200. The present minister is the Rev. Geo. Strang, M.A., who commenced his ministerial duties in 1879. The membership is about 120, and the Sunday School numbers 130 scholars. The church was incorporated with the Presbyterian Church in England and disassociated from the Scottish United Presbyterian Church in 1878.

TRINITY PRESBYTERIAN CHURCH.—This building, which is situate in Corporation-road, is the result of a Mission started by the Home Mission scheme of the Newcastle Presbytery of the Presbyterian Church in England in April, 1871. The first service was held in the Town Hall; and in aid of its support Mr. John Hedley, of the firm of Hedley and Co., Middlesbrough, contributed £60 a year for three years. The congregation was raised a sanction charge by the Synod in 1872, the Rev. R. M. Webster being appointed minister the following August. In May, 1873, the Lecture Hall in

Corporation-road was opened for public worship; and on the 13th of October, 1875, the present church was opened by the Rev. Dr. Fraser, of London. The building, which is conspicuous, was erected from the designs of Messrs Ross and Lamb, of Darlington, and the builder was Mr. Buck, of Middlesbrough. The cost was upwards of £4,500, and accommodation is provided for 550 persons. The present membership is 150, and connected with the church are two Sunday Schools, with an average attendance of 250 scholars. The present minister is the Rev. Andrew Halliday, M.A., of Trinity College, Dublin, who was inducted to the pastoral charge in April, 1880.

THE WESLEYAN REFORMERS.

In 1849 Middlesbrough was visited by three ministers who had been expelled from the Wesleyan Methodist body on account of their refusal to conform to a test imposed upon its members. They agitated reform, and conducted services in the Town Hall, and many of the Wesleyan Methodists identified themselves with the movement. A Society was formed in 1853, and a chapel erected in Brougham-street capable of seating 450 persons. The fortunes of the body have varied greatly; but during the ministry of the Rev. Richard Nicholls much success was the result of the earnest efforts put forward, and in 1871 a new chapel, built upon the site of the old one, was erected, accommodating 800 persons, at a cost of £1,122. It is an interesting fact in connection with the rebuilding of the chapel that the members of the Society themselves not only demolished the old chapel, but erected the new one, which at the time gained considerable admiration. The Rev. R. J. Tetley succeeded Mr. Nicholls, and the present minister, the Rev. J. E. Leuty, accepted the pastorate in 1880. The

membership is 131, and a flourishing Sunday School numbers 252 scholars.

INDEPENDENT METHODISTS.

This body is unconnected with any Christian denomination, and began as a Mission from the Wesleyan Reform Church in 1878, under the supervision of Mr. W. Garner. Their first meeting-house was the Wilberforce Hall, Marton-road, and latterly the chapel at the rear of Northbrook Buildings has been utilized by them. About 100 persons are identified with the cause.

THE SOCIETY OF FRIENDS.

The Society of Friends has had adherents in Middlesbrough from its foundation, and to members of this body it owes much. In 1846, through the influence of the late Joseph Pease, a meeting-house was erected in Wilson-street capable of seating about 200 persons. This building, after being once enlarged, was sold by the Friends, and a commodious place of worship erected in Dunning-road, from the plans of Mr. Blessley, at a cost of nearly £6,000. The building is replete with every convenience, and is capable of accommodating 400 persons. In addition to the meeting-house proper there are four class-rooms, two committee-rooms, and in the grounds adjoining a care-taker's cottage. There is a Sunday School of 250 scholars, and a class for more advanced teaching for adults. The Society is wealthy, many of the members being prominent local men.

THE UNITARIANS.

The Unitarians, although not the first to hold religious services in the new colony of Middlesbrough, were the first denomination to erect a place of worship, a room over some

cottages in West-street being opened by them on June 30, 1833. The success of this body was never large, but in 1872 they were strong enough to erect the present building in Corporation-road, the foundation-stone of which was laid by W. Fallows, Esq., J.P., on the 14th August, 1872. The opening services were held on May 1st, 1873. The church was erected by Messrs Shafto and Barry, of York, from the designs of Mr. Eugene Clephan, of Stockton. The accommodation is for 200 persons, and cost £2,200. The present minister is the Rev. W. Stoddart, B.A.

THE HEBREW CONGREGATION.

The Jews in Middlesbrough number 200, and twenty years ago but ten persons formed their congregation. After holding meetings in various small places, they purchased the site upon which the Synagogue now stands from the Middlesbrough Owners for the sum of £370. The Synagogue was erected in 1874, and the opening services were conducted by Dr. Adler, of London, the Chief Rabbi, on June 6th of that year. Fifty persons subscribe to support the place ; and the Rev. Jacob Levi is the present Rabbi.

THE GOSPEL HALL MISSION.

This place of worship was erected in June, 1878, at a cost, inclusive of land, of £3,000. It is, properly speaking, a Mission unidentified with any Christian denomination, and began in 1867, being the outgrowth, in some degree, of evangelistic services held in the town by Miss Graham. After her departure the services were continued in various buildings, but in 1872 a temporary place of worship was erected on the present site. Since the opening of the present Hall the Mission has been conducted by various lay helpers. The membership is between 50 and 60, and

the scholars attending the Sunday School number 215. The trustees of the building are Messrs T. Carter, J. Fergison, W. Leng, J. Keld, Major Overton, J. Overton, E. Turner, and D. Crisp. The superintendent is Mr. W. Leng.

THE EVANGELISTIC MISSION

in Farrar-street was commenced in 1881 in a small iron chapel originally erected by the Primitive Methodist body. The Mission is unconnected with any Christian denomination, and is managed by four working men, who rent the building from the owners.

THE SALVATION ARMY.

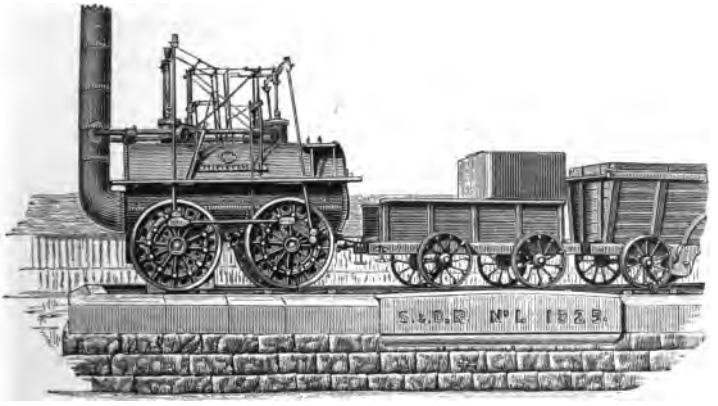
This body of missioners have three stations in the district—one being in the Oddfellows' Hall, Middlesbrough; another in Cannon-street; and the third at North Ormesby. This body holds no buildings of its own. The total membership of the Missions exceeds 300.

THE STRICT COMMUNION BAPTISTS.

This church, worshipping in Boundary-road, was formed in 1849, and consisted at that time of Mr. and Mrs. W. H. Ainsworth, Mr. and Mrs. Wright Derwent, and Miss Burroughs; they took the chapel in West-street which had been vacated by the Unitarians, and were assisted by the Rev. William Leng, of Stockton—the pioneer of the Baptist cause on Tees-side. Subsequently Mr. Ainsworth was chosen pastor. In May, 1873, the foundation-stone of a new chapel in Boundary-road was laid, and since then the congregation has worshipped there. But an effort is being made to secure a more central and commodious place of worship. In connection with the church are a vigorously conducted Band of Hope, a branch of the Yorkshire Penny Bank, and Sunday Schools with a valuable lending library. The pastor is the Rev. R. H. Roberts, son of the Rev. Dr. Roberts, the well-known scholar and philanthropist.

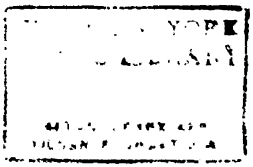
THE STOCKTON & DARLINGTON RAILWAY.

THE construction of the Stockton and Darlington Railway, which was opened in the month of September, 1825, was one of the immediate causes of the unexampled rise of Middlesbrough, and played so important a part in its history that it may not be amiss briefly to summarise the leading facts in its eventful history. Its construction was due to the desire of the inhabitants of Stockton and Darlington to procure coals from the Auckland coal-field at cheaper rates than was possible when the only means of communication was by the turnpike road. A cart-load of coal at the pit's mouth cost four shillings, but at Darlington, only twelve miles off, they could not be bought under eleven shillings; while at Stockton the cost of carriage for eighteen miles brought up the price to seventeen shillings a ton. For more than fifty years the importance of lessening this enormous tax upon the consumer had been discussed in the district. After some years of agitation, in which Stockton advocated the canal and



THE FIRST LOCOMOTIVE ENGINE

THAT EVER PULLED A PASSENGER TRAIN. CONSTRUCTED FOR THE STOCKTON AND DARLINGTON RAILWAY IN 1825, AND NOW AT NORTH ROAD STATION, DARLINGTON.

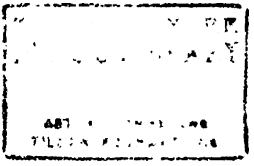


Darlington the rail, the issue was finally decided in favour of the latter. Stockton held aloof, and the new scheme was thrown for support almost entirely upon the Darlington Quakers. Hence the soubriquet of "The Quaker's Line" which the Stockton and Darlington early acquired, and never lost. Much difficulty was experienced in securing Parliamentary powers for the construction of the railway. Their first Bill was defeated in 1819, because it endangered the fox-covers of the Earl of Darlington! In 1821, however, their first Act was passed. The railway was finished in 1825, and opened for traffic amid great public rejoicings on the 27th of September in that year. It was twenty-seven miles in length. Seven miles were worked by stationary engines on the summits of two inclines, over which waggons were drawn before they reached the main line, which terminated at Stockton staiths. The total cost of the railway was about £200,000, including Parliamentary expenses. For some years after the opening the railway resembled a common turnpike. Anyone who paid toll was free to use it. The traffic was in the hands of the general public, as well as in those of the Railway Company. It was not till 1830 that the directors ventured so far as to fix the time for the departure of passenger coaches. From the original line branches were constructed in all directions. The most important of these early extensions was that which was made across the Tees to Middlesbrough. It was opened in 1830. Seldom can any line show such a record of unbroken prosperity as this, the first of modern railways, from which all later lines may be said to have descended. This prosperity, as well as the remarkable immunity which the line has enjoyed from fatal accidents, is undoubtedly due to the watchful solicitude with which its interests were

cared for—first, by Edward Pease, the Father of Railways; then by Joseph Pease; and subsequently by the members of the Pease family, of which Mr. Joseph Whitwell Pease is the head. George Stephenson cut the first sod of the railway, and the 27th of September was the crowning day.

The originators of the line—those illustrious pioneers of the great railway movement which has distinguished our century—perceived the incalculable advantage of selecting "Middleburgh"—as Ord calls it—as a place for the shipment of coals—the water being much deeper here than at Stockton, and the facility in the loading and despatching of cargoes much greater. Accordingly, in 1829 Thomas Richardson, Henry Birkbeck, Simon Martin, Joseph Pease, junr., Edward Pease, and Francis Gibson united under the name of the "Middleburgh" Owners, and purchased of William Chilton, Esq., about 500 acres as the site of a new town, a terminus of the Stockton and Darlington Railway, and for the erection of staiths, warehouses, &c. This vast design was partially accomplished in 1830, when the ship Sunniside was first loaded with coal brought down by railway. In the following year the Clarence Railway was extended to Samphire Batts, on the north bank of the Tees, opposite this new port. The speculation proved in the highest degree lucrative, building sites having been sold from 20s to 30s per square yard.

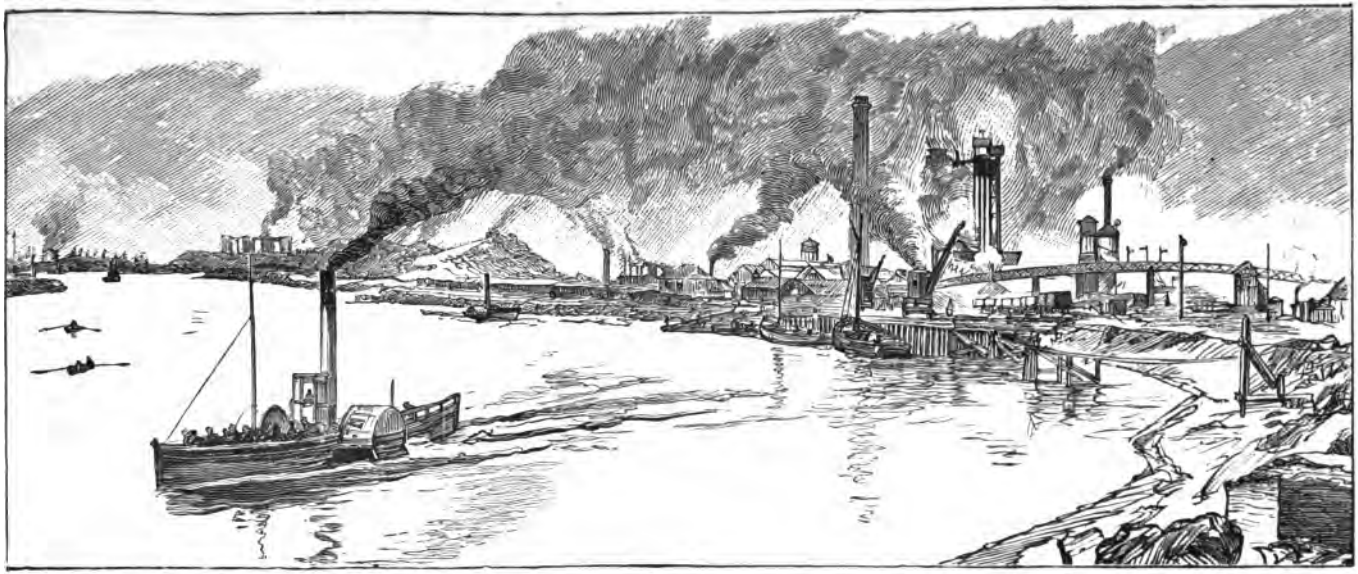
MEDAL STRUCK IN HONOUR OF THE RAILWAY JUBILEE.
SEPTEMBER 27, 1875.



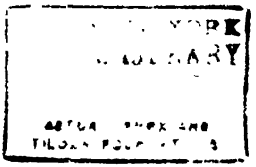
THE RIVER TEES.

IN the year 1796, Mr. Dodds, C.E., said:—"The River Tees will be one of the finest rivers in this part of the kingdom, the Tyne excepted;" and we are indebted to Mr. Fallows, whose name will ever be inseparably allied with the grandeur of this district, for the narrative showing how the gigantic scheme of river improvement which was resolved upon by the Tees Conservancy Commissioners soon after they came into power has been and is still being carried out. At a very early period the merchants of Stockton had their attention called to the gradual falling off in the trade of the port, and were fully convinced that the only way to prevent further loss was the giving the town better access by the river from the sea. The shortening and deepening of the navigation was proposed as early as 1769, "for making the River Tees more navigable, and to gain a large quantity of land, supposed to be about 600 acres, by means of a cut through a neck of land at the Blue House." This scheme was revived in 1791, and Mr. Pickernell, of Whitby, was consulted. He made a survey, and reported the cost at £5,000, which it was proposed to raise at 4½ per cent. He further reported in twelve years the value

the land gained to repay the cost. This plan was reluctantly abandoned at that time. In 1805 a general meeting of merchants and others was held in Stockton to consider the report of a committee, and the estimate of Mr. Chapman, the engineer they had employed. At this meeting resolutions were passed to apply for an Act of Parliament to authorise the making of the cut. The Bill was passed in 1808; the excavation was commenced in 1809; the land to be cut through was about 200 yards broad, and the saving in the distance in the navigation was two miles two furlongs and thirty poles. The work was completed and opened for the passage of ships on September, 18, 1810, the Company being called the Tees Navigation Company. The income was, of course, helped by the beginning of the export of coals from the works of the Stockton and Darlington Railway, which were but moderate during the first two or three years. An understanding was come to between the Railway Company and the Tees Navigation Company that 3d per ton should be charged on ships loading coals. This was a great voluntary concession on the part of the Navigation Company. When we consider the time when this great effort was made—a time when Europe was shaking under the volcano of the French Revolution, and the country grappling and fighting for life with her gigantic enemy Napoleon—too much cannot be said in praise of the small band of merchants and manufacturers of the three towns who united in carrying out a work which was to benefit not only their own neighbourhood, but the inland towns and districts. The obstruction to the navigation of the river and the shoaling of the shipping berths at Middlesbrough became so enormous and injurious to the increasing coal trade, and the Middlesbrough Owners being large coal-owners, they



THE BEND OF THE RIVER—NEWPORT.


YORK
ASTOR, LENOX AND
TILDEN FOUNDATIONS

determined to construct a dock for the use of the trade. This was completed and opened for use in 1842. Four years later Mr. Fallows suggested to the late Mr. Pease that the Railway Company and the coal-owners should unite and pay the Tees navigation dues, and declare Middlesbrough *a free port*. Negotiations were opened with the Clarence Railway Company, and a conference was held with the Tees Navigation Company with the view of leasing their dues, which was at length effected for five years at £8,200 per annum, and Middlesbrough *was declared a free port*. This arrangement was continued for 3½ years, when the Hartlepool West Dock was opened for traffic. The coal-owners using the Cleveland Railway ceased to ship their coal on the Tees, and the Stockton and Darlington Railway Company continued the open trade for their own coals, &c., until the expiration of the lease.

The navigation of the river from Middlesbrough to the sea had become intricate and unsafe, there being three channels: one could not be said to be better than another—the longest being considered the best of the three. Frequent conferences were held with the Tees Navigation Company with the view of inducing them to expend capital in improvements, but without avail; they had no funds, nor had they power to raise more capital for the purpose. At last the Stockton and Darlington Railway Company, in 1850, determined on making application to Parliament for powers to place the river in charge of a body of local Commissioners; a Bill was introduced, and heard before a Committee of the House of Commons, which declared the preamble not proved, but with a strong recommendation to the Navigation Company that they should apply to Parliament the following year with a well-considered scheme for improvements and for dissolving the Company and placing

the conservancy of the river in the charge of public Commissioners. They accordingly applied to Parliament in 1852, and the Tees Conservancy and Stockton Dock Bill passed through the Committee, with certain amendments particularly having regard to the order in which certain works should be carried out. With these, and modifications in several clauses, the Bill passed through Parliament for placing the River Tees in the charge of an elected body of Commissioners on the 1st day of November, 1852. The Commissioners were first to make a cut northward from Middlesbrough dock to the 9th buoy;—this was done by means of training walls. They were also to widen the New Cut as their second work;—this was done some years afterwards at a large cost. The Commissioners, having obtained increased powers, and built their first dredger in 1853, began the removal of those shoals which had been so long an obstruction in the lower navigation. The lease before named between the Navigation Company and the Stockton and Darlington Railway having now expired, the total increase received by the Commissioners from dues in 1854 was only £4,800. The Commissioners were powerless to raise loans, but several of them became guarantees for the amount required; and it is justly due that the names of those spirited gentlemen should be publicly recorded and acknowledged—viz., Mr. Joseph Pease, Mr. W. H. F. Bolckow, Mr. John Vaughan, and Mr. Isaac Wilson. During the year 1857 the Commissioners lost their old Clerk, Mr. J. R. Wilson, by death, and Mr. Joseph Dodds was elected to succeed him.

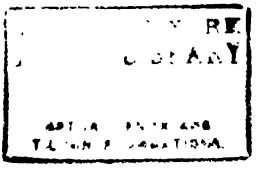
In 1857-8 the Commissioners resolved to apply to Parliament for further borrowing powers for the re-arrangement of their capital account, and for the obtaining of power for the reclamation of large tracts of the foreshore on each side

of the estuary. All lands heretofore reclaimed had been claimed by the Woods and Forests on behalf of the Crown. In 1862-3 the Commissioners applied to Parliament for their fourth Act for further borrowing powers;—for the construction of the South Gare Breakwater, and for buying the site on which it was to be constructed, and the land for the railway; for entering into contracts with the south side ironmasters for the supply of slag, and with the Railway Company for the haulage of the same to the breakwater; for power to buy the land on which the two Seaton lighthouses are erected; to lay down moorings, and to charge a tonnage rate for the use of such; to authorise the Public Works Loan Commissioners to grant loans to the Commissioners; and, lastly, authorising the expenditure of capital above Stockton Bridge. In 1867-8 the demands on the Commissioners for further improvements became very urgent, and to enable them to raise funds for the needful works they resolved to appeal to the traders of the two ports to allow them to levy tolls on iron manufactures and all descriptions of goods inwards and outwards. This appeal was agreed to, and they obtained the sanction of Parliament for these powers; for the construction of a graving dock, which the shipowners had been repeatedly urging on the attention of the Commissioners; to acquire lands for timber ponds; and for the construction of a railway from Port Clarence to Greatham Creek. In 1871 the ironmasters introduced a Bill into Parliament for an amendment of the Commission and an increase in the number of Commissioners, and in 1874-5 the Commissioners obtained sanction to increase the total number by the addition of eight new members.

The first works of improvement started by the Commissioners were the construction of training walls. When the

Commissioners came into office there were three, and at one time no fewer than four, different channels from Middlesbrough to sea, all of which were consequently very shoal, and always varying in their course, the last being to the north, which ran by Jack-in-the-Box round by Saltholme to the 9th buoy. Under such circumstances, the navigation of that part of the river was both difficult and dangerous; the Commissioners adopted the south channel by the advice of their engineer. The first operation—the closing of the north channel—was the most difficult the Commissioners had to deal with. This was done by sheet piling, backed up by broken slag, and the construction of a cross wall from that point to the Saltholme shore, and was only effected with great labour and cost. But the Commissioners obtained a well-defined south channel, confining the water in the smallest limit compatible with safety and convenience, increasing its volume, and securing additional concentrated tidal power in the formation of this new channel, which had the desired effect. This first effort in the construction of training walls cost the Commissioners £2,000. The amount was advanced by the Stockton and Darlington Railway Company as a temporary loan. Such was the beginning of the great work of training the channel within the proposed boundaries in the immense estuary of the Tees, comprising between seven and eight thousand acres. To enable the Commissioners to follow out their plan of constructing these walls, they entered into contracts with the ironmasters for the supply of slag—the ironmasters paying them 4d per ton for removing the same. The greatest improvement in the navigable channel which the Commissioners have made was the removal of the 8th buoy scarp, a rock of lias which lay across the river, and formed a bar, stopping the influx of the flood and obstruct-

THE HARBOUR-ENTRANCE, OPPOSITE PORT CLARENCE.



ing the ebb. This rock was removed by means of Colonel Beaumont's boring machinery. The effect of this great operation has been a uniformity in the time of high water from sea to Stockton. The great advantage secured by the removal of this rock is that vessels quite as large as those accommodated at any other port have been enabled to enter and load at Middlesbrough.

An idea of securing an interest in the land reclaimed by the Commissioners originated with Mr. Fallows. It has become almost an absolute unwritten law that all moneys receivable by harbour authorities, even by corporations, should be expended for the benefit of that harbour. The Commissioners adopted this view; and a deputation waited upon the Commissioners of Woods and Forests, when Mr. Fallows explained their plans, and claimed all the land which might be reclaimed. To this they demurred, and after long and tedious negotiations the following scheme was agreed on, the Commissioners receiving valuable help from their new Chief Clerk, Mr. Dodds, and Messrs Durnford and Co., of London. The ownership of the land was to be divided as follows:—The Tees Conservancy Commissioners to receive one-half as compensation for the expenses of reclamation, the Crown one-fourth, and the frontagers one-fourth.

By far the most important and extensive work projected by the Commissioners is the magnificent structure in the estuary of the Tees, the South Gare Breakwater—a work not merely of local, but national importance. The first practicable suggestion for improving the mouth of the Tees was made by Captain Hewitt, R.N., whilst surveying the river by order of the Lords of the Admiralty in 1832; and many local nautical men had long urged the construction of works on one of the Gares to make the Tees into a Harbour of

Refuge. The Rev. John Brewster, in his "History of Stockton," states "that during his residence at Greatham he has seen as many as one hundred sail of ships crowd the Tees Bay for shelter in boisterous weather." That this was the case in north-east gales was well known to Mr. Fallows and others. The Admiralty consented to the insertion of a section in the Tees Conservancy and Dock Act of 1852 giving power to construct the Breakwater. In 1861 it occurred to Mr. Fallows that slag could be used for the South Gare Breakwater, and he proposed to Mr. Vaughan that the ironmasters should pay to the Commissioners the rate per ton which it cost them to deposit. This was agreed to; the Commissioners were paid 2d per ton of the iron made at each furnace. On the 3rd of January, 1863, the regular deposit of slag commenced in large blocks, and the actual construction of the South Gare Breakwater may be said to date from that period. On the 3rd of January, 1863, the beginning of this great work was commemorated—Mr. Isaac Wilson (Chairman of the Commissioners), in the absence of the Earl of Zetland, laying a foundation-stone.

As Middlesbrough celebrates its first Jubilee the South Gare Breakwater is almost completed. It is a stupendous work, 12,800 feet in length. The North Gare Breakwater, now in course of construction, will be 2,000 feet long. It is estimated that the whole cost of the Breakwater will be £600,000. There will be an opening between the two Breakwaters 800 yards wide; and when the work is completed the Tees will form a splendid harbour, and a noble work will remain to testify to the energy and spirit of the Tees Conservancy Commissioners.

The construction of a Graving Dock was undertaken by the Tees Commissioners at the solicitation of the shipowners and others trading in the Tees. Hitherto vessels

requiring repair had to be taken in ballast to neighbouring ports, which involved considerable expense, and also loss to the river. To remedy this the Graving Dock was constructed; and on October 6th, 1875, the Right Hon. Sir Stafford Northcote, Bart., M.P. (then Chancellor of the Exchequer), visited Middlesbrough, and, after an inspection of the works in the estuary of the Tees, laid the foundation-stone of this dock in the presence of a large assemblage of spectators.

In 1881 a Bill, promoted by the Tees Commissioners along with the Corporation of Stockton and the Local Board of South Stockton, was obtained for the construction of a new Bridge over the Tees at a cost of £45,000, which it is considered will be of immense benefit to the river as well as to the general community.

SOUTH BANK.

IN 1850, when John Vaughan discovered ironstone in the Eston Hills, the firm of Messrs Bolckow and Vaughan constructed a railway from Eston Junction to Eston Mines; but it is a fact that even in June, 1854—four years after the discovery—there were only six small furnaces at the present Cleveland Works, which were supplied with stone from the Eston Mines, and coke from the coal-field. There were, however, two other furnaces on the west side of the Eston Branch Railway, which were called the Cleveland Ironworks; and on the north side of the Middlesbrough and Redcar Railway Mr. Samuelson had erected the first two furnaces and the present South Bank Ironworks. The only habitations were those still in existence at Eston Junction; and the workmen were chiefly brought from Middlesbrough by an early train. The inconvenience resulting from this state of things speedily suggested itself, and in 1855 Mr. Samuelson leased a ten-acre field for 99 years, at a rental of £5 per acre, from the late Mr. Ralph Jackson. He laid the same out for building sites; and dwelling-houses were soon provided for his workpeople,

The inhabitants then numbered about 500. It became obvious that more dwelling-houses must be erected; but in 1855 Mr. Ralph Jackson died, and, owing to a Chancery decision, no further land could be leased until young Mr. Ralph Jackson attained his majority. This event occurred in 1866. Mr. Jackson at once laid out some freehold land, and constructed a separate system of drainage. At the same time the Local Board was formed—Dr. Keith, Herman Harkewitz, Christopher Jackson, and Thomas Graham constituting the first Board. This Authority failed to agree with Mr. Jackson on the drainage question, and constructed a system of their own; thus there are two systems of drainage in existence. In 1876 an important event fixed the future of South Bank. At a general meeting of Messrs Bolckow and Vaughan's Company, the former gentleman informed the shareholders of a determination to close their Gorton Steel Works and remove the whole of their plant to South Bank, there to start the Steel Rail trade. Raw material for this purpose was obtained from the Spanish mines at Bilbao. Some time after a road was made, giving South Bank access through North Ormesby to Middlesbrough. Mr. Harkewitz, who had keenly watched the course of events, saw his opportunity, and commenced a successful career as a speculator in land, and at the present moment he owns no less than 45 acres out of the 70 or 80 acres which South Bank comprises. Workmen hurried from Manchester to South Bank; dwelling-houses were required; and Mr. Harkewitz was enabled to sell his land at an immense profit immediately after purchase. In 1878 came the Thomas and Gilchrist discovery, which has placed Messrs Bolckow and Vaughan in this position: that, instead of going to Spain, they can utilize our native product, convert it into steel rails, and ship the same to

foreign parts at their own jetty without troubling the North-Eastern Railway at all. South Bank possesses a Market Hall, built on land belonging to Mr. Harkewitz. Prior to its erection the tradesmen were naturally incensed at a number of hawkers who visited South Bank, and, without contributing to the rates, made a substantial living. At this juncture, and to avoid the expense of applying to the Local Board for borrowing powers, Mr. Harkewitz prepared a plan showing a Market Hall that would cost £5,000, and offered to build the same and lease it to the Board for five years, at an annual rental of £150. This offer was accepted by the Board. Some unreasoning opposition, however, was at first manifested by a number of ratepayers in public meeting assembled; but, on a poll being demanded, three to one declared for the Market. The building was then erected; and, although no less a sum than £5,600 had been expended, the hall was sold to the Board for £5,000—some objection to taking the place on a lease being raised. The Board have since purchased 1,400 yards of land adjoining the Market, and intend converting the same into an open market-place. There are in South Bank a Roman Catholic Chapel (and a Roman Catholic School in course of construction), a Wesleyan Chapel, a Primitive Methodist Chapel, and a United Methodist Free Church. The foundation-stones of the latter two places were laid by Mrs. Harkewitz. South Bank was one of the first places to adopt the Education Act; and large Board Schools have been erected. In 1866 Gas Works were erected. Two Provisional Orders were obtained in 1871 and 1876 authorising the Company to raise £50,000. Of this sum £23,000 has been called up. Mr. Harkewitz was the first gentleman who mooted the gas question; and the Company, which has paid as much as 13 per cent., has never paid less than 5 per cent. The works

supply gas to South Bank, part of Eston Junction, Normanby, South Eston, and Ormesby. South Bank and district contains 45 furnaces, owned by Messrs Bolckow, Vaughan, and Co., the Clay Lane Iron Co., Messrs Downey and Co., Messrs Jones, Dunning, and Co., and Messrs Cochrane and Co. In 1870 the Imperial Ironworks were opened by Messrs Jackson, Gill, and Co., and a limited Company was formed in 1873. Owing, however, to a combination of unfortunate circumstances, the Company went into liquidation in 1879. In 1871 the population of the entire parish of Ormesby, which included the townships of Eston and Normanby, was 12,100. Eston itself consisted of 4,142 inhabitants; Normanby (including South Bank), 3,557; and South Bank alone, 2,363. In 1881 the population of these townships—Eston, Normanby, and North Ormesby—is nearly 30,000. The North-Eastern Railway Company has almost finished the construction of a new station and other buildings, to cost £12,000, at South Bank; and some 300 houses are in course of erection. An idea of the improved value of land may be obtained from the fact that land purchased by Mr. Samuelson at three-halfpence and twopence per yard can now be sold at 7s, and in some cases £1 per yard. South Bank owes a great deal to the foresight and activity of Mr. Harkewitz, who has ever been to the front in all matters affecting the improvement of the township or the moral welfare of the inhabitants. Neither will the names of the Rev. Wm. Ward-Jackson, Mr. Wm. Seymour, Mr. Thomas Graham, Dr. Glen, Mr. Ralph Jackson, and others be forgotten. South Bank is included in the Parliamentary borough of Middlesbrough.

STOCKTON AND ITS INDUSTRIES.

THE causes that collectively contributed to the industrial development of Middlesbrough also raised the once sleepy little village of Stockton to the position of commercial importance which it enjoys to-day. It is somewhat difficult to say precisely when Stockton first betook unto itself "a local habitation and a name." One thing, however, is pretty certain—that it was a place of some slight note in ancient times. It boasts a roll of Mayors for the last four hundred years, and is not unnaturally proud of having once been the place of residence of the Bishops of Durham. Half a century ago—when the Stockton and Darlington Railway was opened—the entire population was only between five and six thousand. So slow, indeed, had been the growth of Stockton antecedent to the "fifties," that in '54 its inhabitants did not number more than 12,000. Like many quaint and easy-going country towns of that day, it had a decidedly rural tinge about it. Within a stone's-throw of High Street were to

be seen the waving corn-fields. Bridge-road, with its green hedgerows, trees, and "haunted castle," formed the outlet from the town on the south; Norton-road brought the wanderer into the open country as soon as he passed the Railway on the north; while Portrack-lane—straight away from the corner of Church-row to what was then Portrack-lane—was a pleasant country road, with its sweet green fields on either hand. Gas was almost unknown, and many of the antiquated bow-windowed shops relied entirely for their illumination at night on the fitful glimmerings of a few starved "dips." A peculiar kind of "petrified potato" did duty for paving-stones; the square whinstone sets of to-day slumbered undisturbed in the quarry, and scoria bricks and asphalte were undreamt of. It can easily be imagined that the natives took very much after the fashion of their town. They were honest, industrious, and strongly conservative—preferring to stick to their old-fashioned jog-trot ways, and resisting to the utmost all "modern innovations" and "foreign invaders." Stockton was as much opposed in those days to the invasions of the "Iron Fiend" as she was to the invasion of the "Iron Horse." The strong conservative element in her character led to a stubborn but, fortunately, ineffectual resistance. Little by little Stockton was compelled to yield to the "invaders," who have since transformed the sleepy little village into a large and prosperous town whose name is known in every quarter of the industrial world.

One of the first signs of Stockton's "future greatness" was the establishment of the Thornaby Ironworks, near the South Station, by Messrs Whitwell and Co. The three huge blast-furnaces—which are now turning out from 65,000 to 70,000 tons of "pig" per year—stand nearly on the same site as three others erected in 1859. A good deal

of speculation was indulged in when Messrs Whitwell built their large furnaces, which were, indeed, the largest in the district at that time. Some of the critics prophesied a brief existence for the "new venture;" but it was not long before the firm very clearly demonstrated that they were on the right scent. Other firms soon imitated their example—some, in fact, building furnaces of still larger dimensions. The year '59 will also be remembered as the time when the Phoenix Iron, Brass, and Copper Works were started at the opposite extremity of the town—that is, near the Railway Station at North Stockton. To the keen foresightedness and business enterprise of Mr. Henry Wilson belongs the credit of founding "The Phoenix," which, when in full operation, affords employment to nearly three hundred hands. The establishment of the Malleable Ironworks followed close upon the starting of "The Phoenix." At first there were twenty puddling furnaces and six mill furnaces, which turned out on an average about three or four hundred tons a week. Small, and possibly insignificant, as such a quantity of material may appear to those who know only "The Malleable" of to-day, the work was naturally considered a good amount in those times. Our local iron trade had, however, yet to be developed—a fact that may be better understood when it is stated that in 1862 "The Malleable" was the only plate mill in the district, with the exception of Messrs Bolckow and Vaughan's. With a rapidly increased demand, the new works soon showed signs of healthy activity and growth. In 1863 a large sheet-rolling mill was erected, and shortly afterwards a new angle mill was added. Meanwhile the temporary "spurt" which had been given to the rail trade induced other venturesome capitalists to follow the example of the originators of "The Malleable." They started a rail mill in the imme-

diate vicinity; but it was not long before the abnormal demand for rails began to fall off, and one result was the amalgamation of the second mill with "The Malleable." Since that time the works have continued to increase in size and importance. Other platemills and furnaces, with additional machinery of all kinds, has been added, till we find "The Malleable" is now the most extensive among all our local ironworks, and its products known in every market of the habitable world. The Malleable Works had not been very long in operation before the Stockton Forge came into existence. Its original proprietors were, however, rather unfortunate in their venture, for the works had but a brief run ere they were closed. "The Forge" remained idle for several years until Mr. Joseph Dodds, M.P., with characteristic enterprise, took over the concern, and once more set the machinery going. Mr. M. B. Dodds, J.P., is now the sole proprietor. The works have since continued to develop in size and increase in commercial importance, and we now find that they occupy a space some five acres in extent, and give employment to no fewer than four hnndred hands when in full operation. It will thus be seen that the works contribute not a little to the industrial importance of the town. On the 14th of November, 1871, the first plate was rolled at the Bowesfield Ironworks. The "plant" originally laid down was capable of turning out some 300 tons of plates per week, with a corresponding quantity of puddled bars. Various improvements and additions have, however, been made from time to time, and the works are now capable of producing over 500 tons of plates and about 700 tons of puddled bars per week. Close by "The Bowesfield" stand the Tees Bridge Ironworks and the Richmond Ironworks, both of which have done much towards the commercial development of Stockton

since it first became an iron-making town. With the advent of 1872 came the birth of the Moor Ironworks—perhaps one of the most successful undertakings of the kind in the town. A start was made with twenty-four puddling furnaces; twelve others were added in the following year; a new mill commenced work within the next twelve months; other important additions to the "plant" followed one after another; and the number of hands was greatly increased. To-day "The Moor" is capable of producing about 650 tons of plates, 400 tons of angles, and 1,000 tons of puddled bars a week. The number of hands employed is about 750. In addition to the works which we have already mentioned, there are several others of importance owing their origin to the "invasion" of Stockton by the sons of Vulcan. Among these are the famous marine engine works of Messrs G. Y. Blair and Co., the Hope Ironworks in Bowesfield-lane, the Millfield Ironworks, the old Stockton Ironfoundry in West-row, the Westbourne Ironworks, the West Stockton Works, the Eagle Foundry in Skinner-street, the Globe Works in Norton-road, the Bowesfield Boiler Works, Brown's Foundry at Portrack, and lastly—though not by any means least in importance—the extensive iron shipyard of Messrs Pearse and Lockwood.

The stimulating influence of industrial progress was not confined to Stockton only. It was forcibly felt after awhile on the "other side of the river," and to that fact it is pretty clear that South Stockton owes the present state of its existence. Half a century ago the site of the "sister town" was one wide stretch of uninhabited land. About that time, however, Mr. William Smith, an enterprising local builder, conceived the idea of starting a pottery. He bought a plot of land some four and a half acres in extent, situate between Stockton Bridge and the village of Thornaby. Here he commenced the manufacture of brown earthen-

ware. Shortly afterwards the Stockton and Darlington Railway was opened—suggesting at once an extension of the field of Mr. Smith's operations. Partners were obtained in the persons, first, of Mr. Whalley, and afterwards of Messrs George and William Skinner. In 1839 the Stafford Pottery—for such it was called—had attained to considerable importance, the proprietors having by that time established warehouses in Rotterdam, Hamburg, and Belgium, and founded a large continental trade. It was in this year that Mr. Smith and the Messrs Skinner purchased from Lord Rokeby an estate of about 107 acres, which they laid out for a new town, to be called "South Stockton." A few years later they joined with a few other gentlemen in the establishment of the Tees Bottle Works. They also started what was then known as the "Cotton Factory" on the spot where Messrs Head, Wrightson, and Co.'s extensive establishment now stands. They also built a foundry, which was long since absorbed in the Teesdale Works. Among their other adventures they originated a shipyard for the building of wooden vessels on the site now occupied by Messrs Richardson, Duck, and Co.'s yard. But the time seemed hardly to have arrived for these enterprises, and the efforts of these early enterprising spirits resulted in very heavy losses. To-day, however, South Stockton is a large and rapidly-growing town of some 11,000 inhabitants, the majority of whom are, in one way or another, dependent upon the iron trade for employment. In addition to the shipyard, the Thornaby Works, the Teesdale Works, and the Stafford Pottery already mentioned, there are the Erimus Ironworks, the North Yorkshire Works, the Union Foundry, and the Bon Lea Foundry in the town. All the elements of further development are there;—it only needs a return of permanent prosperity to re-start the process.

The "local legislators" of the sister towns have not been

unmindful of the necessity of keeping abreast of the times. The Stockton Corporation, with a view to encourage the general shipping trade of the town, and more especially the grain trade of the district, entered upon a gigantic scheme of wharves and warehouses. In the latter part of the year 1880 the warehouse was completed at a cost of about £12,000. It stands at the bottom of Silver-street, partly on the site of the old buildings which, up to the time of demolition, were occupied as offices by the Town Clerk. The warehouse is a remarkably fine building—lofty, substantial, and commodious. Some idea of its fine proportions may be gained from the fact that it covers a piece of ground 1,200 yards in size, and that it is six stories high. To the late Alderman Wren is due the credit of originating the Wharf Scheme; while Alderman Joseph Richardson and Alderman Hunton jointly share the principal credit of pushing the project to its present stage of completion. The Gas Works have long been the property of the town, and continue to be one of the most advantageous speculations ever made by the Corporation. Until a few years since, Stockton was supplied with water by the Stockton and Middlesbrough Water Company. In 1876, however, Parliamentary powers were obtained to enable Stockton and Middlesbrough to take over the "concern." This was done at a cost of over £800,000. South Stockton, at the same time, reserved to itself the right to accept a twelfth share in the concern, and has decided to exercise that right. The session of Parliament just closed saw the passing of an Act to remove the old and utterly inadequate stone bridge which connects South Stockton with Stockton. Next year will, no doubt, bring with it the commencement of operations in this much-to-be-desired direction. The present year is also notable as that in which Tramways

were introduced into Stockton. One of the most important improvements ever undertaken in South Stockton is that now being carried out by the North-Eastern Railway Company. The scheme embraces the erection of a large and commodious passenger station a little to the westward of the present one; the throwing of a second bridge across the Tees, so as to provide separate lines for the goods and passenger traffic; and the construction of new roads, the principal one of which will extend from Bridge-end over Mandale-road crossing. The South Stockton Local Board, in view of the Railway Company's improvements, have decided to have nearly the whole of the streets of the town thoroughly re-paved, at a cost of some £13,000. It is therefore evident that, despite the depressing effect of the recent "bad times," Stockton and South Stockton still retain a considerable amount of faith in the future upshot of events, while they do not lose sight of the fact that it is to the introduction and development of the iron trade that both towns are indebted for the positions they now hold in the commercial world. Elsewhere we have sketched the career of the hon. member for Stockton, who has devised, aided, or practically encouraged nearly every extension and institution in the ancient borough, and whose name runs prominently—a sort of connecting link—down through its progressive history for well-nigh thirty years.

iron trade, but of other industries that followed the creation of that great trade. Iron shipbuilding within a very few years after the blowing in of the first furnace in Cleveland was commenced at Stockton, at West Hartlepool, and at Middlesbrough; engine building had preceded that erection, but engineering on a larger scale followed it; the chemical trade, the steel trade, and now the salt industry have all been in their turn commenced, and have attained no mean magnitude. In the early days of Middlesbrough its pioneers were ever at work for its progress—Bolckow in his office, Vaughan in his ironworks, and Wilson in the pottery; whilst others exercised their capital and their influence continuously for the benefit of the town. It reaps now, in being the centre of the greatest of the iron and steel-producing districts of the world, the benefit of their exertions; and it and its vast population depend upon the greater number of their successors to exert themselves now, that its future may know a "wider yet." The possibilities of the future of Cleveland have as yet only been touched upon. When it depended chiefly upon one branch of the iron trade for support, it necessarily felt the shock which the collapse of the demand for iron rails inflicted on it; but, just as the failure of the supply of ores in the west of Durham gave at the proper time the impulse to the search for the ores of Cleveland, so the collapse of the demand for iron rails gave the impulse which resulted in the utilization of these ores for the steel manufacture, and the third stage in the development of Middlesbrough and of Cleveland is now reached. The first of these sprang from the construction of the little port and its entrance into manufacture on a small scale; the second from the commencement of the iron manufacture from the Eston ores; and that now entered upon from the introduction of the

steel trade. The first swelled the population in less than three decades from a score of people to 7,893; the second in three decades caused it to rise to 55,978; and who shall foretell the result of the next?

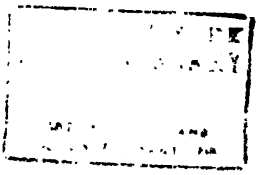
EARLY MANUFACTURES.

When Mr. Gladstone made a memorable oration in Middlesbrough he compared the town to an "infant, but an infant Hercules." That epithet might fittingly be applied to Middlesbrough before its iron-smelting days. When, in 1830, the Stockton and Darlington Railway was extended to the site of the town, the far-seeing men who had purchased that site did not leave it uncared for. They fostered its little trade, and they sought to induce manufacturers to locate themselves there. There was difficulty in this, for the feeling of the commercial men was naturally that expressed a few years later by a friend of Messrs Bolckow and Vaughan, who opined that in going to Tees-side these men had "gone from home," and that to an "unknown, bare, undeveloped, and speculative place." It was unquestionably by the influence of those connected with the Railway Company that the first works of Middlesbrough were begun, and that so early in its history as the early part of 1834, little more than three years after the first shipment of coals. When "the first works"—a "pottery and iron-works"—were commenced by Richard Otley, John Davison, Thomas Garbutt, Joseph Taylor, and others—who executed their earliest order in 1834—Middlesbrough had a slight shipping trade. The ancient spouts for coal shipment survived, the railway "station" was close to Commercial-"street," there was neither church nor school, the dock was uncommenced, the printing press unintroduced, the Town Hall and the old Exchange unbuilt. The trade

of the town was chiefly on the river side, and the "packets" that sailed thence carried most of it. For years the industrial history of Middlesbrough was comprised in its small coal trade, in its Pottery, in building, and in that miniature branch of the trade that established itself in one or two cable-makers' and smiths' shops in and near Stockton-street. Misfortunes met the Pottery, and many of its projectors lost heavily by it; and ultimately, seven years or so after its commencement, it passed into its present ownership, and commenced that career of steady trade that has since characterised it.

Next—and much more fateful to the "infant Hercules" —was the commencement of the iron trade in it. Elsewhere it has been told how Henry Bolckow and John Vaughan were induced to settle in Middlesbrough, and there, in May, 1841, the young firm of Bolckow and Vaughan opened their works. These comprised a foundry and a rolling mill for rails and bars, and it is certain that the firm had other branches of trade, whilst a little later they opened a branch chain and cable-smiths' shop at Hartlepool. One of those extraordinary impulses to which the iron trade is subject was known by it soon after the firm commenced operations, for after the intense depression of 1842 pig iron rose in Glasgow from below £2 per ton to over £6 per ton. As Bolckow and Vaughan were large consumers of pig iron, which they had to bring from the Tyne or farther, they erected blast-furnaces at Witton Park, depending on local coal measures for their supplies of iron ore, and being speedily disappointed. In 1846 the firm applied to Mr. Bewick, agent for Messrs Clark, the owners of the Grosmont Mines, and ultimately arranged to receive 12,000 tons of ironstone yearly for three years. Thus the South Cleveland ironstone, which had previously supplied

THE FIRST WORKS OF BOLCKOW AND VAUGHAN.



some of the Tyne furnaces, was introduced to those in South Durham. For a time Messrs Bolckow and Vaughan were content with the supply thus obtained; but gradually they conceived the idea of utilizing nearer deposits known to be present, and the ultimate commercial discovery of which may be said to have materially changed the fate of Middlesbrough.

But we have not yet exhausted the romantic story of the growth of manufactures in the town before the discovery. In or about the year 1842 the Stockton and Darlington Railway Company established a branch engineering establishment at Middlesbrough for the repair of their rolling stock, and from this sprang in the end the Tees Engineering Works. These, with the works afterwards the Cleveland Nut and Bolt Works, and with one or two subsidiary works and the small shipyard commenced by Mr. John G. Holmes, may be said to have been the whole of the industrial establishments that the town possessed prior to its entering on the work of iron smelting, which was to become one of the chief of the industries located in it. But those who had at heart the interests of the town in its early days had on the foundation of that industry built up somewhat of a superstructure. The Gas Works had been begun, the first Improvement Act had been obtained, the dock was constructed, and a population of nearly 7,000 had been attracted to the town before the "commercial discovery" of the Cleveland ironstone; a church and chapel had been built; the British and Foreign School Society had erected the first school in Stockton-street; and, young as it was, and comparatively small—so small that Haverton Hill was then put at times into competition with it—there were in the town before it became known as an ironmaking centre the elements of slow and steady progress. It had

survived the shock it felt when so much of the coal export trade was transferred to the Hartlepools; its rolling mills were busy; its foundries were well occupied; the Pottery was actively at work; and, though a speculative patent fuel works was passing into decay, yet the Engine Works were busy. In 1847 alone Messrs Gilkes, Wilson, and Co. built some eight or ten locomotives for the Newmarket and Chesterfield Railway, and in other branches there was considerable activity. Under these circumstances, then, it could be fairly said that in these early days the "infant Hercules" had justified the expectations of the founders, and proved its right to be. It had survived and overcome the earliest of its difficulties; it was a place known and noted; and it had behind it influential friends. But in the latter part of the time there had been growing up an immense demand for iron. From 1829, indeed, when Mr. Nielson took out his patent for the application of hot blast in the manufacture of iron, and from the days when the black-band ironstone—or, as it was once termed, "Mushet-stone"—was discovered, there had been a growth in the production in Scotland; there had been an attempt to use the iron ores and the coal and other measures in the North. The failure of these, and the utilization of what was called the "Whitby ironstone," led on to the search which in the result led to the young iron-making firm at Middlesbrough having the merit of introducing the Cleveland ironstone "to the immensely important place it now occupies."

THE IRON MANUFACTURE.

In the year 1850 Messrs Bolckow and Vaughan opened the North Cleveland ironstone at the outcrop at Eston. Before ten years had passed there were forty-six furnaces

on Tees-side, enumerated in the appendix to Bewick's "Cleveland Ironstone." It is needless to say that the first firm to erect furnaces were Bolckow and Vaughan; secondly, the furnaces erected by the firm of which Mr. Edgar Gilkes and Mr. C. A. Leatham were the heads followed with the Tees Furnaces (now Wilsons, Pease, and Co.'s), and so led to the opening out of the Guisborough district. Next, Messrs Bell Brothers chose the site at Port Clarence, which has since become so large a centre of the iron trade, and after these pioneers a number followed. They included the Teès-side Iron Works (begun by Snowdon and Hopkins in 1853), the Cleveland (Eston) furnaces of Messrs Elwon and Co., the Ormesby furnaces of Messrs Cochrane, and the South Bank furnaces of Mr. B. Samuelson. No official list of the blast-furnaces in the early days of the Cleveland iron trade is procurable, but amongst those following the pioneers we have named were those at Normanby (Jones, Dunning, and Co.), the Tees-side (Snowdon and Hopkins), the Stockton (Holdsworth and Co.), the South Durham (Darlington), and the Grosmont and Glaisdale furnaces. There was, moreover, a large extension of the trade in the district beyond Tees-side and Cleveland, furnaces being erected or enlarged at Jarrow, Seaham, Norton, Washington, and other parts. And whilst the total number of blast-furnaces at the end of 1849 might be said for the whole of the North of England to be about 37, it has risen in a dozen years—that is, in about a decade after the commencement of the Middlesbrough furnaces—to 100! Whilst in 1850 there was no furnace in Cleveland, twelve years after there were 42 in Cleveland and on Tees-side. Let us take a list of the blast-furnaces that now exist in the Cleveland ironmasters' district, and compare it with that of nineteen years ago. There were, as we have said,

100 furnaces in 1862—there are nominally 166 now. But the change is far different to what it appears—far greater. At Eston in 1862 there were 15 furnaces—there are now 25; to the east of Eston there were none—there are now 11. In the Middlesbrough district—that is, at Normanby, Middlesbrough, Port Clarence, and Newport—there were 22—there are now 60. Between Newport and Consett there were 22—there are now 34. But of the older furnaces many have dropped from the list—Hinderwell, Stanhope, Bradley, Wylam, Washington—all are dismantled; and, except on the Tyne and at the important and growing centre of Consett, it may be said that iron smelting has drifted towards the Tees and the coasts of Durham and Cleveland. Below we give an official list of the blast-furnaces that are now erected, premising that the number should be 163 instead of 166—three of the oldest of the furnaces at Norton having been dismantled. In the North-east—from Newcastle to Grosmont, and Skinningrove to Consett—the following is the number of blast-furnaces erected and the number in operation at the date of writing, those marked with an asterisk being furnaces in the inner district of the port of Middlesbrough:—

FIRMS.	Furnaces blowing.	Furnaces out or damped down.
Skinningrove Iron Co., Limited	2 ..	0
*Walker, Maynard, and Co., Redcar	4 ..	0
*Downey and Co., Coatham	2 ..	0
*Downey and Co., Lackenby	3 ..	0
*Edward Williams, Linthorpe	4 ..	2
*Bolckow, Vaughan, and Co., Limited, Eston and Middlesbrough	14 ..	0
*Bolckow, Vaughan, and Co., South Bank ..	7 ..	1
*Owners of Clay Lane, Clay Lane	3 ..	3
*The Cargo Fleet Iron Co., Cargo Fleet ..	4 ..	1
*Jones, Dunning, and Co., Normanby	3 ..	0
*Cochrane and Co., Ormesby	4 ..	0
*Wilsons, Pease, and Co., Tees	5 ..	0
*Tees-side Iron and Engine Company, Limited, Tees-side	4 ..	0

FIRMS.	Furnaces blowing.	Furnaces out or damped down.
*Stevenson, Jaques, and Co., Acklam	4	0
*Gjers, Mills, and Co., Ayresome	4	6
*B. Samuelson and Co., Newport	8	0
*Bell Brothers, Limited, Clarence	12	0
Norton Iron Co., Limited, Norton	0	6
W. Whitwell and Co., Thornaby	3	0
Tees Bridge Iron Co., Limited, Tees Bridge	3	0
Stockton Iron Furnace Co., Limited, Stockton	0	3
West Hartlepool Iron Co., Limited, West Hartlepool	0	3
C. and T. Bagnall, junr., Grosmont	2	1
South Cleveland Ironworks Co., Limited, Glaisdale	0	3
Carlton Iron Co., Limited, Carlton	3	0
G. Wythes and Co., Middleton	2	2
South Durham Iron Co., Limited, South Durham	0	3
Bolckow, Vaughan, and Co., Limited, Witton Park	2	4
Consett Iron Co., Limited, Consett	6	1
Palmer's Iron Co., Limited, Jarrow	3	0
Rosedale and Ferryhill Iron Co., Limited, Ferryhill	0	10
Sir W. G. Armstrong and Co., Elswick	2	0
Bell Brothers, Limited, Walker	2	0
Weardale Iron Co., Limited, Towlaw	0	4
Weardale Iron Co., Limited, Tudhoe	2	0
Watson, Kipling, and Co., Seaham	0	2
Total Aug. 31, 1881	117	49

But, as we have said, the mere number of the furnaces now at work is one of the least of the changes. In 1851 the production of pig iron in the Middlesbrough district was about 24,000 tons; in 1856 it was 247,000 tons—a tenfold increase. In 1861 it had passed half-a-million tons; in 1867 it approached a million tons; and the following figures of the total production for the Ironmasters' district—that enclosing the furnaces above named—are official records of the output of Cleveland pig iron since 1867:—

Year.	Make of Pig Iron.	Year.	Make of Pig Iron.
1868	1,233,418	1875	2,047,763
1869	1,459,508	1876	2,075,565
1870	1,695,377	1877	2,138,378
1871	1,884,239	1878	2,028,177
1872	1,968,972	1879	1,781,443
1873	1,999,491	1880	1,991,032
1874	2,001,233		

In addition to this, there is the production of iron from foreign ores largely for use in the local steel manufacture, which has risen for 1880 to 512,821 tons, so that the production of pig iron for the past year was slightly in excess of two-and-a-half-million tons—the largest output of any ironmaking district in the world! It is not alone the addition of a few dozen blast-furnaces that has brought this about—it is the entire change that Cleveland has introduced in the dimensions, the mode of working, and in the economy of the blast-furnace. When the first blast-furnace was built in Cleveland it followed in dimensions those of other districts—it was 42 feet high, and its cubical capacity about 4,500 feet; and only a slight increase was marked in one or two of the earlier ones. In 1860 Messrs W. Whitwell and Co. erected their Thornaby furnaces 60 feet high, and made their boshes 20 feet in diameter. Messrs Bell Brothers, Bolckow and Vaughan, and others gradually increased the height, the diameter, and the dimensions; and all the old furnaces were one by one enlarged, so that, in the words of the late Mr. Thomas Whitwell, "the average Cleveland type of furnace is now about 80 feet in height, and 23 feet to 25 feet bosh." This has proved to be, when supplied with air heated to a given temperature, "as economical a form as can be devised for smelting the ironstone of Cleveland." And in Middlesbrough, too, were surmounted the difficulties connected with the utilization of what were then the waste gases escaping from the blast-furnaces, and now "every furnace in the district distributes its gas to the boilers and hot-air apparatus attached to the works," so that little or no coal is needed for that purpose. More powerful hot-air stoves have been introduced, more regular heat attained, and a large reduction in the consumption, with a vast increase in

the production of iron in a given time, is the result. It is the general belief that all that can be hoped for in reducing the consumption of coke has been effected; but the fact that there are "twenty different varieties" of furnaces, varying not alone in height, but in dimensions of bosh and hearth, in the grade of bosh angles, in the number of the tuyeres, &c., show that experience is still being brought to determine the most economical form and order. Passing from this, we have to notice the fact that the provision of a cheap and abundant supply of pig iron, and the creation of the vast industry proved by the above figures, gave a mighty stimulus to other and allied trades in Middlesbrough and its district. Especially was this the case in regard to the manufactured iron trade and iron shipbuilding.

We have already seen and fully recounted the commencement of the manufactured iron trade in Middlesbrough; speedily followed by the firm of Hopkins, Gilkes, and Co., at the Tees-side; by Barningham and Co., at the Albert Works, Darlington; and by the Stockton Works. These were all that were in existence west of Tudhoe and Witton Park when Mr. Lowthian Bell's valuable paper on "The Manufacture of Iron" was published in 1864. The capacity of the four works is indicated by the fact that they had 188 puddling furnaces only. Their productive capacity was probably under 100,000 tons of finished iron yearly. At the end of that year Messrs Fox, Head, and Co. commenced operations at Newport; the North Yorkshire at South Stockton; and at South Bank and other centres rolling mills were put down, whilst later the splendid Britannia Works at Middlesbrough added largely to the output. It would not be too high an estimate to conclude that in the year 1872 there were at the works from Stockton to South Bank 1,000 puddling furnaces, and the production of

manufactured iron would be over 440,000 tons! From that time the decay of the iron rail trade set in, and the manufactured iron was first materially reduced in quantity; and now, taking the form chiefly of plates and angles, it has known an enlarged production, and the rolling mills at Stockton, of Messrs Fox, Head, and Co. at Newport, as well as of Thornaby, West Marsh, and other centres, largely manufacture shipbuilding iron. Turning to shipbuilding, the Tees at the "commercial discovery" of the Cleveland ironstone was a builder of wood vessels. The yards of Messrs Richardson, Duck, and Co. commenced to build (under its former firm) iron vessels first on the Tees in 1852, followed in 1854 by Messrs Pearse and Co., and at Middlesbrough in 1856 by Messrs Rake, Kimber, and Co. In 1859 the yard of the latter firm passed to Messrs Richardson and Duck; in 1862 to Messrs Backhouse and Dixon, the latter of whom continues it. The Tees, from an average of some eight or nine thousand tons, has increased the tonnage of the vessels built to, in 1880, some 48,906 tons. A neighbouring port—Hartlepool—deriving from Middlesbrough much of the plate and angle material needed, produced 45,000 tons of steam shipping, whilst large quantities are sent to Whitby and elsewhere, and the marine engineers of the district have benefitted immensely by the change.

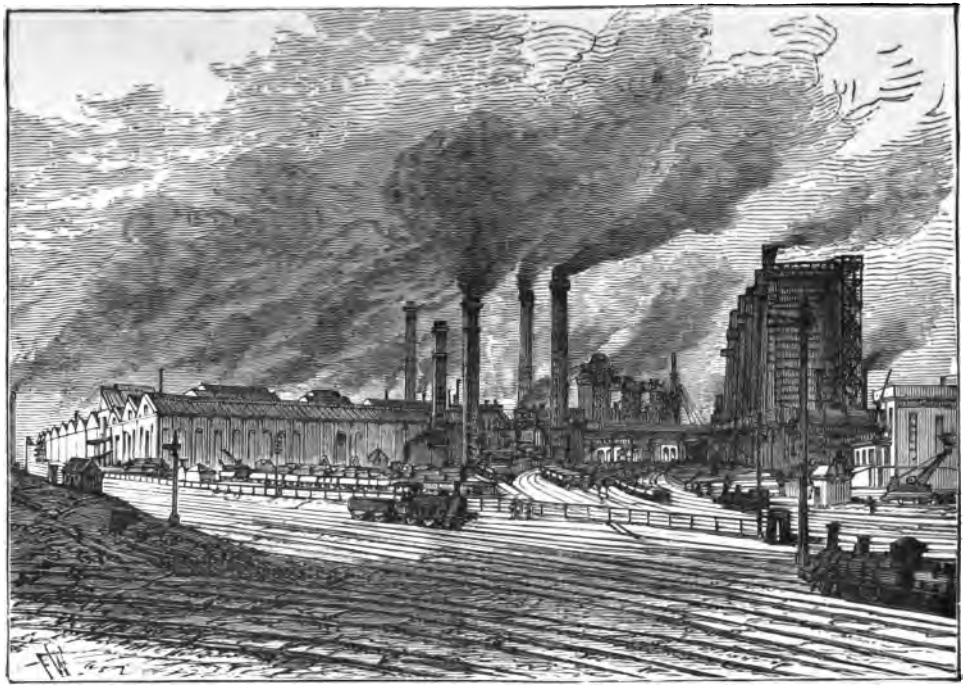
Cheap pig iron has developed the foundry trade, and the pipe foundries of Messrs Cochrane, of the Tees-side Engineering and Iron Company, and the chair foundries of the Anderston Company, and of Head, Wrightson, and Co. are large and constant customers for pig iron. In the tube trade Messrs Crewdson, Hardy, and Co. established the Yorkshire Tube Works in 1873 for the manufacture of welded wrought-iron tubes and fittings for gas, steam, water, compressed air, and

hydraulic purposes, also for tuyere coils for blast-furnaces, &c. The buildings, consisting of tube-drawing mill, 120 feet wide and 140 feet long, with smiths' shops, fitting shop, warehouses, and offices, cover one acre, and stand on three acres of land, having direct railway communication with the North-Eastern Railway system. They manufacture about three million feet of tubes per annum, and these are used by the principal railway and gas companies and manufacturers at home, and are exported to most European countries. They are the only wrought-iron tube works in England established outside the South Staffordshire district during the past seventy years, or since the commencement of gas lighting about the year 1811. Messrs Crewdson, Hardy, and Co. have now firmly established the tube manufacture as one of the trades of the district, and their productions stand on an equality with those of the oldest and best Staffordshire makers. This is plainly shown by their having been from the commencement of their venture always steadily and constantly employed—an example that, with judgment and perseverance, and specialities in manufacturing, can be transplanted from one district to another, giving encouragement to others to bring various iron manufactures into the district of Ironopolis, to the benefit of themselves and the whole district. Under the iron trade in that period to which we have referred—that before the collapse of the iron rail manufacture—the Atlas Works of Mr. W. Bulmer had begun their special work, the Cleveland Nut and Bolt Works were active, whilst the Nail Works of Messrs Jones had been begun. The chemical trades were represented by the large and growing works of Messrs W. Jones and Co. and those of Dr. S. A. Sadler; and thus, with smaller and allied trades, it will be seen that the growth of industrial operations down to six

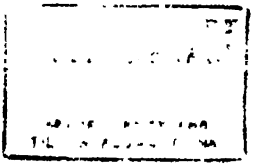
years ago had been almost unparalleled in magnitude, and was not deficient in variety. But during this period of depression there were many attempts to enlarge the trade of the district, and to stimulate the greater trade in iron thereby, and, amongst others, the wire works of Messrs Hill and the switch and crossing works at Port Clarence took their rise in this period, whilst the slag utilization works claim notice. Over sixty systems have attempted to utilize the slag which, from the blast-furnaces, is made to the amount of over eight million tons yearly. In 1874 an attempt was made to utilize slag on a large scale; and for the manufacture of slag bricks for building purposes, for slag cement, slag wool (or silicate cotton), and other uses of this waste product, machinery has been at great cost put down, and, amid countless difficulties, persevering labour has at length attained success. In that attempt Mr. Charles Wood, the patentee of many of the processes, has been foremost, but his success is with the aid of many of the leaders in the iron trade of Cleveland, and with the good wishes of all. Slowly but surely commercial depression set in after riotous trade, and to that general dulness Middlesbrough had to bear the loss of its iron rail trade, as the steel rails were cheapened in cost, and their endurance proved by experience. The effect was marked on all branches of the trade; but the bitter lesson was not lost, and the entrance of the Cleveland district into the steel trade, and the ultimate use of the native ores for that manufacture, followed. Thus the irrevocable past was not "wholly vain," for the town has "risen on its wrecks," and is rising with the intent "something nobler to attain."

THE STEEL MANUFACTURING AGE.

We have already indicated the causes of the entrance of



ESTON STEEL WORKS.



the Cleveland district into the steel manufacture; let us glance now at the process. Bolckow, Vaughan, and Co. were the pioneers. That Company had small steel works at Gorton, near Manchester; and desiring to centralise the whole of their works, and recognising the importance of the Cleveland district, the directors decided to sell the Gorton Works and to build new works at Eston. In their report of March, 1876, they stated that the new works "have been commenced." Some forty acres of land were bought for the purpose, the intention being to erect six blast-furnaces, to smelt foreign ores, and to convert steel and roll rails and plates to the amount of 2,000 tons weekly. We shall see how far that intention has been carried out. By the middle of 1877 three furnaces were erected and blown in, and on the 17th October, 1877, the first rails were rolled. In the next report of the directors of the Company it was stated that a production of over 1,000 tons per week had been attained; and in the report for 1879, in addition to a reference we shall name shortly, it was said that "the Steel Works are engaged to their fullest capacity." Year by year that capacity has been enlarged; but before the works acquired completeness a marked change in metallurgy occurred, which needs here detailing. The fact that whilst Bolckow, Vaughan, and Co. had some of the best iron mines in Cleveland they erected steel works with the intent of using imported ores, is proof that the native ores were unsuitable. That unsuitability, it is almost needless to say, arose from the phosphorus contained in the native iron; and for years many attempts were made to eliminate this phosphorus. Mr. Lowthian Bell—who has taken a foremost place as a scientific iron-maker, and both in Parliament and outside has done much to raise the standard and advance the reputation of the Cleveland manufactures—proceeded

on the line of using oxide of iron to purify the pig iron, and succeeded in making steel which "stood a strain before breaking of 35·5 tons to 41·6 tons per square inch of original area, with an elongation of 20 to 25 per cent." But whilst this eminent metallurgist was thus attaining success in a measure, that process known now as the Thomas-Gilchrist process was being also wrought out. It may be said, succinctly, that Messrs Thomas and Gilchrist experimented at Blaenavon and at Dowlais, and prepared a paper for the Iron and Steel Institute meeting in 1878, which was read at the following meeting in London in the spring of 1879. Mr. Percy Gilchrist named it to Mr. E. W. Richards at Creusot, and again at Paris; and by the latter gentleman it was brought to the notice of the directors of Bolckow, Vaughan, and Co. On the 2nd October, 1878, Mr. Richards, Mr. Thomas, and Mr. J. E. Stead, of Middlesbrough, went to Blaenavon, and saw sufficient to decide the erection of two small converters (30 cwt. each) at the Middlesbrough works of Bolckow, Vaughan, and Co. Difficulties—chiefly as to the bricks to be used—arose, but these were overcome, and in April, 1879, the success of this method of dephosphorization was demonstrated in these experimental converters. Next, one of the ordinary—8-ton—converters at Eston was lined for the process, and with "fair success;" and speedily the system spread to the Continent and to other districts. It was found that the full value of the system would be better shown by the use of larger converters. On the 18th October, 1880, the first of these large converters—15-ton vessels, and concentric instead of eccentric—was set to work, and the basic system was proved a success. In the words of Mr. Richards—to whom that success was largely due—"the basic process has been brought to a technical

and commercial success at the Cleveland Steel Works of Bolckow, Vaughan, and Co.," and to that success is due in considerable degree much of the later enlargement of these works. Coming now to the works themselves, it may be said that the three blast-furnaces specially erected in connection with them are 72 feet high, 23 feet diameter at bosh, and equal to the production of over 500 tons of iron weekly. Six hot-air stoves were attached to each furnace, each stove having 2,000 superficial feet of heating surface, and giving a temperature of 1,000 degrees. Each furnace has five tuyeres, 3½-inch diameter. When the iron runs from the furnace it passes into ladles placed on a tramway running in front of the furnaces, but it may be diverted into the ordinary pig beds. The molten iron is now taken to the converters —the four earliest of which are of eight tons capacity each. Each is elevated on a platform some twelve feet from the ground. In the centre of the platform is a hydraulic ram to lift to the level of the converters a ladle, into which the metal as it leaves the converter is poured, and from which ladle it is discharged into the ingots moulded in the usual manner from the bottom of the mould. When the ingot is sufficiently firm set the mould is raised, and the ingot is carried to one of Siemens' regenerative gas furnaces, re-heated, and thence conveyed to the rolls. By the first rolls it is brought down to about 8½ inches square and 14 feet long, then re-heated and rolled out double that length, and thence it passes to the finishing mill. These, with splendid machinery from Thwaites and Carbutt, Bradford; Tannett, Walker, and Co., Leeds; and Sir W. J. Armstrong and Co., as well as fine boilers from Adamson's Manchester works—these were the provisions for the original manufacture: that of steel from hematite ores. We have above hinted at the success of the manufacture, and have also shown how

the Thomas-Gilchrist process supplemented—as it may in the future supplant—it at the Eston Works. The success of the Thomas-Gilchrist process determined the directors "to erect a second pair of 15-ton converters, suitable for the peculiarities of this new process," and these were commenced in April, 1881. They caused a further extension of the works to be needful, and concurrently the mills were extended and their power enlarged. At the present time the Steel Works include four pits—two of two 8-ton converters each, Bessemer; and two with two 15-ton converters each, to work the Thomas-Gilchrist process. And here it is fitting to quote from Mr. Windsor Richards—who has done so much to perfect that process—a description of it. Premising that the large converters, varied in shape, as we have remarked, from the old type, are lined with the basic brick (instead of the ordinary lining)—the basic bricks being made at the Leasingthorne works of Bolckow, Vaughan, and Co.—Mr. Richards says:—"Our plan of operation is exceedingly simple. The converter, as is usual, is first heated up with coke, so as to prevent the chilling of the metal; then a measured quantity of well-burnt lime, about 16 per cent. of the weight of molten metal, mixed with a small quantity of coal or coke, is charged into the converter and blown till the lime is well heated. The molten metal is then poured on the lime additions, the blast of 25lbs. pressure is turned on, and the carbon lines disappear in about ten minutes; then, after about 2½ minutes over-blow, the converter is turned down and a small sample ingot made, which is quickly beaten into a thin sheet under a small steam hammer, cooled in water, broken in two pieces, and the fracture shows to the experienced eye whether the metal is sufficiently ductile. If it is not so, then the blowing is prolonged, after which the spiegel is added, and is

now being poured into the ladle, not into the converter. For the basic process the initial bath should be low in silicon, because silicon fluxes and destroys the lining, and causes waste of metal; it should be low in sulphur, so that the metal may not be red-short. Nearly one-half the sulphur is eliminated by the basic process. In order to work economically, the metal should be taken direct from the blast-furnace, so as to avoid, first, the cost of re-melting in a cupola, and, second, to avoid further contact of the metal with the sulphur and impurities of the coke. It is not an easy matter to accomplish in a blast-furnace the manufacture of a metal low in silicon and, at the same time, low in sulphur. It would, no doubt, very much help to keep sulphur low if manganese were added in the blast-furnace; but manganese is a costly metal. At present we have succeeded in making a mottled Cleveland iron with 1 per cent silicon and ·16 sulphur, and white iron with ·5 silicon and ·25 sulphur, which, taken direct from the blast-furnace, have both made excellent steel." Another method described by Mr. Richards, and entitled the "transfer" system, enables grey iron to be taken from the blast-furnaces to the converter without considering the percentage of sulphur. This method gives the basic lining and converter-bottom a longer life; but both, says Mr. Richards, "are good and effective, and have given excellent results." It was intended to have used a large travelling crane to lift the converter bodily when re-lining was needed; but it has been found in practice that the converter can be re-lined in twelve hours, and this is now the practice in preference to either lifting the converter by the overhead travelling crane, or even than the patent plan of Mr. Holley for changing the converter without removing the trunnion.

We have already said that large extensions have been

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made, and that others are in progress. These extensions are evident to those who knew the Cleveland Steel Works only a year or so ago, and they are shown alike at the blast-furnaces, the converters, the mills, and the heating furnaces, as well as in the rail yard. The furnaces, instead of the hot-air stoves above indicated, are each having erected two of Cowper's patent heating stoves, 50 feet high, and 25 feet in diameter, giving each about 80,000 feet of heating surface, or 480,000 feet for the three furnaces. The charges at the converters we have already dealt with; but it is worth noticing that the powerful blowing machines already erected, three pairs by D. Adamson, developing 800 horse-power per pair—or 2,400 horse-power the three pairs, and supplying the four pits—are to have two pairs additional added of like power. Following the ingot after it leaves the mould, we find the Siemens' gas-furnaces increased in number, the cogging mills supplied with powerful machinery by Thwaites and Carbutt (Bradford), Davy Brothers (Sheffield), Galloway and Son (Manchester), and Tannett (Leeds); large finishing mills with 26-inch rolls; powerful hydraulic machinery charging and drawing ingots from the re-heating furnaces; whilst at the end of the works are the punching, straightening, and testing processes—the ore entering at the west end of the works, and passing westward till it leaves in the form of rails. The twenty acres of ground occupied by the works—and soon to be entirely covered with roofing—form an immense hive, in which the visitor may see the ore taken to the furnaces, conveyed hot in the ladles to the converters, the spiegel melted in the cupola, the converters fitted with the basic lining and the bottom—the manufacture and "baking" of which is close to the converters—whilst the process may be watched till from the red ingot

is drawn out the long rail. At night the scene is startling. The furnaces cast a ruddy glow to the west; the converters send out floods of sparks; and when the molten metal is poured into the ladle a glow of white light, fiercely hot, rises all round, whilst in the rail yard and about the works the mellow light of electricity makes a radiance almost as of day.

The expectation of the directors as to the output of the works we have above given; it was early passed. In May, 1881, the output was raised to 3,600 tons of rails per week (of which 1,000 tons were from Cleveland steel), whilst the total production of blooms was raised in that month to 4,100 tons, or more than the whole Bessemer production of Great Britain a dozen years ago. But even that large output has been surpassed, and at the present time a production has been attained as follows:—Ingots from Bessemer converters, 3,400 tons weekly; from basic converters, 2,000 tons weekly; or, together, 5,400 tons! And by the rail mills—two out of three of which are kept at work (one being reserved in case of need)—there is a production of 4,300 tons of rails weekly, a production far in advance of that of any other steel works in the world. And it is worth recording that the improvements contemplated—some of which we have indicated—will increase that vast output considerably. With increased power, with the whole of the works protected from the weather, with a better supply of basic material, and the use of the electric light, it is anticipated that the production of the works in the future will show a great advance even over the high output we have indicated. It is worth noticing that forty electric lights on the Brush system are placed in the works, chiefly in the rail yard, and that, in addition, seven Siemens' lamps of 3,000 candles each are also placed in the

Steel Works. When it is added that some 2,000 workpeople are employed, the vastness of the works is noticeable. Their growth is due to that great Company raised from the nucleus of Bolckow, Vaughan, and Co. Its chairman is Mr. Carl F. H. Bolckow; the executive by whom these works are carried on are the general manager, Mr. E. W. Richards; the secretary, Mr. T. H. Richardson; and at the Steel Works, Mr. F. Hilton, the engineer-in-charge; and Mr. J. Heskett, works manager.

Naturally, the growth of the steel trade in Middlesbrough has induced other firms to enter into it. In addition to the Roseberry Works, the Erimus—which commenced to work the Danks' process—have in September, 1881, been started, after costly alterations, with a Bessemer plant; the North-Eastern Steel Company was projected in July, under influential local support, to manufacture steel from Cleveland iron by the Thomas-Gilchrist process—Mr. S. G. Thomas becoming one of the directors. In the prospectus the saving by the use of Cleveland ore is put at 10s per ton of steel—a sum under that experienced elsewhere, it may be said in passing; and with a site admirably chosen, and an experienced manager in Mr. Arthur Cooper, it is anticipated that an early commencement will be made, and that by these works the output of steel between Stockton and South Bank will, in the shape of rails, tyres, billets, &c., speedily be brought to 450,000 tons yearly. And with the use of the Cleveland ores at hand, with cheap fuel, and unsurpassed facilities for economically receiving material and distributing product, it is to be expected that on Tees-side the steel manufacture, thus grown in four years, may be increased in variety of product and enormously enlarged in extent.

The Roseberry Steel Works—the first and still the only ones in Cleveland for the production of steel by the

Siemens' process—were commenced in May, 1879—the first heat of steel being made on November 1st of that year. The plant consists of one 4-ton Siemens' regenerative open-hearth furnace, and three Wilson's patent gas-producers. The foundry has an area of 4,000 square feet, and is supplied with a 5-ton wrought-iron jib steam crane, a 3-ton hand crane, and a 20-cwt. pillow swing crane, as well as drying stoves, annealing furnaces, and sand-drying furnaces. The present production of steel is from 15 to 20 tons weekly—of castings for collieries, mines, furnaces, mills, machinists, shipbuilders, &c. The classes of work turned out are most varied—tub wheels, pedestals, rollers, points and crossings, axle boxes, steam hammer anvils and hammers, propellers, &c.—in short, steel castings of all kinds from a few pounds weight up to four tons are produced. Steel ingots for boiler and ship-plates, &c., are also made; but at the present castings are the chief production. The firm is Butler Brothers—the partners being Messrs J. T. Butler and James Butler, who may be described as the pioneers of the steel-casting trade in Middlesbrough.

IRON-MINING.

Very fairly the iron-mining industry may be included in those specially interesting to Middlesbrough, because much of the growth of the town is due to the abundant and cheap ironstone it has around it. The story of the discovery of that ironstone, consequent on the searches set afoot by Messrs Bolckow and Vaughan, the old Consett Iron Company, and others, has been so often told that it is needless to repeat it. But it may be said that the discoverers themselves had no conception of the value that their commercial discovery would be to Cleveland. As an example of the proofs that might be adduced of this, it may be said that it

was the expectation of those concerned that "1,000 tons of ironstone would be weekly taken from Eston;" that quantity was passed in a few months, and now over three times as much is daily extracted. Generally it may be said that when the first of the mineral statistics were issued Cleveland yielded, in 1854, 650,000 tons of ironstone; it added 50 per cent. to that output in the following year; in 1860 it passed one million tons; in 1865 it passed two million tons; and for the years since 1868 the growth of production had been so rapid as to justify the citation of the following returns:—

YEAR.	YEARS 1868-80.	OUTPUT OF IRONSTONE.
1868	.. ..	2,875,307 tons.
1869	.. ..	3,094,677 ,,
1870	.. ..	4,072,888 ,,
1871	.. ..	4,581,901 ,,
1872	.. ..	4,974,950 ,,
1873	.. ..	5,435,233 ,,
1874	.. ..	5,428,497 ,,
1875	.. ..	6,085,541 ,,
1876	.. ..	6,571,968 ,,
1877	.. ..	6,280,000 ,,
1878	.. ..	5,316,477 ,,
1879	.. ..	4,714,535 ,,
1880	.. ..	6,441,783 ,,

It will be the most interesting way of stating the growth of the district to show the production of the chief mines in 1865 and 1880. It was as under:—

MINE.	1865. Tons.	1880. Tons.
Brotton	113,160	510,302
Boosbeck	———	486,695
Cliff	———	58,332
Eston	685,980	1,037,654
Huntcliff	———	173,157
Loftus	17,688	584,049
Normanby	139,418	160,405
Skelton	108,753	117,182
South Skelton	———	———
Upleatham	717,998	794,886
Total with smaller mines..	2,726,359	6,486,654*

* A slight variation exists between this total from the mineral statistics and that above given from the Cleveland Iron Mine-owners' returns.

The chief fact shown by this comparison is that in the fifteen years bridged by it the iron-mining industry, which at the earliest period was confined to a few localities and mines, has spread into a large part of the north-eastern portion of Cleveland, peopling the valleys, and bringing from the sterile moors wealth to enrich the smelting towns of Cleveland and Durham. The geology of the mining district has been often told, as well as the mode of working. It is sufficient to say that that industry has given to Cleveland, and especially to its north-eastern corner, a population of about 8,000 miners and their dependents; that from the forty mines are extracted yearly the quantity of ironstone that has been named; and that the Cleveland stone from mines such as Eston, Upleatham, and Normanby yields from 31 to 33 per cent. of metallic iron. That phosphoric acid to which we have referred as one of the vitiating elements is present to an extent varying in the three mines we have just named to from 1·07 to 1·86 per cent. This substance, decomposed in the blast-furnace, causes the phosphorus to be found associated with the pig iron in varying quantities. It has been pointed out by Mr. W. Mattieu Williams, one of the authorities in the technology of the iron trade, that "it is a remarkable fact that the two districts—South Staffordshire and Cleveland—which are the largest iron-making centres of the world, are just those which are supplied with the worst iron ores that have ever been commercially wrought." But, as one of the counterbalances of Nature, it is found that, whilst Cleveland has iron that is confessedly "lean" in comparison with others, it is certain that it has fit fuel near, whilst one of our richest ironfields—that of the north-west—has the poorest coal-field. Cleveland having led the way in its use of the vast deposits that enrich its hills, has also been the pioneer in adopting a process that cheaply

makes iron smelted from these ores fit for the highest uses, and in that discovery it gives a new lease of life to its iron trade, and founds other industries to contribute to the demand for its ironstone. In the early days the ironmasters of Cleveland had to overcome the difficulty in regard to the introduction of their iron into fresh markets. Now they have enlarged the uses of that iron at home; and they may confidently expect an increased local use for the steel manufacture, and an increased disposal of crude iron for other districts to manufacture into steel; and hence there is for the iron mines of Cleveland an enlarged use, and a widened area of use, that should give new life to that district.

THE SALT INDUSTRY.

Not the least important of the industries of the future for Tees-side promises to be the Salt trade. Over a score of years ago, in boring for water, Messrs Bolckow and Vaughan discovered at the Middlesbrough side of the river a bed of salt. The strata was bored through to the depth of 1,313 feet, and a bed of salt over 100 feet thick was found, the boring being commenced July 4th, 1859, and ceased August 29th, 1862. In 1874 Messrs Bell Brothers at their (Port Clarence) side of the river, tested the strata by the Diamond Borer, and also discovered salt at a depth of 1,127 feet down to 1,222 feet. The existence of the bed being proved, arrangements were made later to utilize the discovery, and last year a bore-hole was begun at Saltholme "Salt Works" by Bell Brothers, which was finished a few months ago. A somewhat similar depth proved that a thick bed of salt was present. The core being drawn, a tube 16 inches in diameter has been carried to the bottom of the bed of salt, the portion traversing the salt being pierced with holes. Inside this a second tube is placed,

open at the lower end. "Water is run down the annulus formed by these two tubes, and, becoming saturated with salt, rises in the internal tube until it is balanced by the outer column of fresh water. The proportional weight of fresh water and brine is as 1,000 is to 1,200, so that the inner column stands considerably below the outer. A pump is placed at the top of the inner column, and by this means the brine is raised to the surface." This method, which is extensively in use on the Continent, is now in operation at Port Clarence, and it may possibly make Middlesbrough and its neighbourhood the centre of a new industry. It cannot fail to exercise an important influence on the soda manufacture carried on on the banks of the Tyne, where about 250,000 tons of salt are annually decomposed, all of which now comes from the Midland Counties. Its future is safe in the hands of the enterprising firm which has carried out the original accidental discovery, and it seems tolerably certain that the anticipations formed and expressed on the occasion of the visit of the British Association to Saltholme in the beginning of September will soon be realized.

SHIPPING AND SHIPBUILDING.

The port of Middlesbrough is about eight miles from the mouth of the River Tees, and three and a half miles north-east of Stockton. There is a fine dock connected by rail, belonging to the North-Eastern Railway Company, 1,200 feet long, 1,000 feet wide, to which there are two entrances, the new one being 55 feet wide, with a depth under the sills at high water spring tides of 22 feet 3 inches. The dock covers about 12 acres; there are three large wharves for loading timber; also, three convenient staiths for shipping coals from trucks, which contain from 10 to 12 tons each. The approaches to the staiths provide standing accommoda-

tion for about 600 trucks, and two acres of land are set apart for timber stores; five acres are available for stacking pig iron; and near the dock entrance there are convenient offices. During the year 1880 3,168 vessels entered the port; 747 of the largest, having an aggregate tonnage of nearly 300,000 tons register, loaded in the docks; 98 of these vessels were from 800 to 2,500 registered tons, several of them drawing over 21 feet of water. The Railway Company have provided two efficient double-engined tug steamers, of nearly 200 horse-power, to attend upon the large vessels frequenting the port. The total weight of pig iron shipped in 1880 reached nearly a million tons, and there was also a large exportation of manufactured iron—bridge work, rails, castings, machines, chemicals, and general cargoes to India, China, Japan, Australia, South America, and the east and west coasts of the United States. The coal shipped at Middlesbrough in the river from June, 1831, to May, 1848, amounted to 3,034,774 tons, and from May, 1842 (in the dock), to December, 1880, 10,996,153 tons, making a total of 14,030,927 tons. There has been a very large import trade in timber and Spanish ore, the latter amounting to nearly 300,000 tons in 1880. The general merchandise imported into the dock from January, 1871, to December, 1880, amounted to 272,027 tons, the whole of the imports under this head amounting to 698,118 tons. The whole of the recent dock improvements were designed by Mr. T. Harrison, engineer-in-chief to the North-Eastern Railway Company, and Mr. Wm. Cudworth, the engineer of the Darlington section, and were carried out by Mr. A. H. Whipham, C.E., Middlesbrough. Mr. Wm. Bulmer, the superintendent, has graduated in the Dock Office for the past thirty years, where Mr. Fallows still occupies a responsible official position. As the shipping trade of the port is

rapidly increasing, the necessity for making increased dock accommodation has been generally recognised, and it is understood that the matter has been receiving the favourable consideration of the directors of the Railway Company, to whom the existing dock belongs.

Middlesbrough was constituted a port by Treasury Order, 29th December, 1860, and the first vessel placed on the register as belonging to the port of Middlesbrough was the Harriet, s.s., owned by Bolckow and Vaughan. The vessel is now owned by Mr. C. E. Muller, and is still running. At the close of the year 1861, sixty vessels, of 10,174 tons burden, appeared on the register. Seventeen of these were steamers of a total tonnage of 3,197 tons and 796 horse-power; and all but five were tugs. On the 31st of December, 1880, the vessels belonging to the port were as under :—

	No.	Tons Register.	Horse-power.
Steamers	70	34,051	4,424
Sailing Vessels ..	22	3,125	—
Total ..	92	37,176	4,424

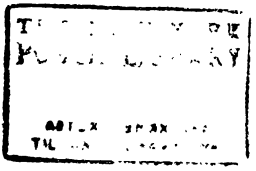
Since 1873 the works of Messrs Raylton Dixon and Company have been gradually increased; and to-day they form one of the largest shipyards in the North of England, and employ about 1,550 men. The Cleveland Dockyard covers ten acres of ground, and contains every appliance for the building of vessels of the largest class; and possesses a large hydraulic slipway for hauling up and repairing. Messrs Raylton Dixon and Company have launched 189 vessels. There are at present eight vessels in course of construction, and the building of others has been contracted for, the total tonnage built being 180,000 tons, and 19,500 horse-power.

Among the vessels already constructed are H.M.S. Tourmaline and several first-class mail and passenger steamers. Among the vessels in course of construction and

to lay down are H.M.S. Dolphin; H.M.S. Wanderer; a steamer of 3,700 tons burden for London owners; the Rotterdam Lloyds' mail steamer Zuid Holland, of 3,000 tons; the China steamer Minard Castle, to carry 4,000 tons of tea; a fast passenger mail to steam 13½ knots; the Chancellor, a steamer of 2,900 tons burden, for Messrs E. Harris and Company, of Middlesbrough, and the largest belonging to the port; a steamer for the Dutch-African Trading Company; a large steamer of 2,600 tons burden for Norwegian owners; another of similar proportions for Copenhagen; and other vessels.

There have long existed the shipyards belonging to Mr. W. Harkess and Mr. H. F. Craggs.

BIOGRAPHICAL SKETCHES.



H. W. F. BOLCKOW.

HENRY BOLCKOW.

THE figure of HENRY WILLIAM FERDINAND BOLCKOW stood foremost in the Jubilee celebrations, and rightly so too; a founder, benefactor, and, in the best and truest sense, representative, no one has stronger claims on the gratitude and enduring remembrance of the people. His name and reputation form part of the industrial history of England; and it is a notable fact that a man of foreign birth and kinship should have become in our English community a social, commercial, and political leader;—not by accident, audacity, or mere tact, but by foresight, force of character, and splendid administrative faculty. Not more respected and trusted in the district where he rose to greatness, than in the House of Commons—where, from the leading statesman to the humblest official, he was esteemed for his modesty, kindliness, and good sense—it can be fairly said that he was welcomed wherever he went, and that such honours as he cared to receive were awarded in genuine heartiness and true recognition. Had he possessed all the advantages that English origin give—especially in respect to public life—and entered Parliament at an earlier age,

the name of Bolckow would have been associated with legislative as it is with industrial achievements.

The son of a country gentleman, of Sulten, in Mecklenburg, a Grand Duchy of North Germany, Mr. Bolckow was born in the year 1806. He died on June 18th, 1878, having thus attained the goodly age of 71, more than the allotted span. He received his education at home under a private tutor, and commenced his commercial career in a merchant's office in Rostock, a shipping port in Mecklenburg, its principal business being in grain grown in the neighbouring country, and in imports from Russia. There, at the same office with him, was Christian Allhusen. This young man had a brother in business at Newcastle-on Tyne, whom he eventually joined, and soon after invited Henry Bolckow to come over to England. This Henry decided to do; and in 1827 left his native country, and accepted a clerkship in Mr. Allhusen's brother's office as accountant and foreign correspondent. Afterwards we find him establishing, with Christian Allhusen, the firm of C. Allhusen & Co. in Newcastle-on-Tyne, as a general commission house. Mr. Bolckow retired in 1841 from the business, which through recent legislation had undergone an injurious change, with the very considerable fortune of from £40,000 to £50,000, the result of his connection with the business. So large an amount of success would have satisfied an ordinary man; but Mr. Bolckow retired from the business only to change it for one of a more defined character, and of a more congenial nature—perhaps one that should be more in harmony with the great enterprising faculties which he possessed. It was at this point of his life that, unknown to himself, Henry Bolckow was treading upon the borders of his destiny, so remarkably fortunate.

Mr. Bolckow had made the acquaintance of John

Vaughan, whom he knew to possess a thoroughly practical knowledge of iron manufacture. He dissolved partnership with his old friend and countryman, and decided to establish, in conjunction with Mr. Vaughan, ironworks. On the advice of the late Mr. John Harris, who was the engineer of the Stockton and Darlington Railway, they selected Middlesbrough for their venture. Upon what grounds Mr. Harris gave this advice it is difficult to conjecture. Middlesbrough was then a place scarcely known, and at that time had no apparent recommendations over those of several other situations near at hand. It had shipping facilities, and was within easy access of the Durham coal-fields, but other ports on the coast—Sunderland, Shields, Newcastle, Hartlepool —possessed the same advantages. At that time the existence of ironstone in Cleveland was practically unknown to man. The vast resources of minerals afterwards discovered there then lived in their beds in profound concealment. The lamp and pick had not as yet disturbed their slumber, for the miner knew not they were there. It was certainly a bold venture, and shows the courage of the man, that he should not only have taken up an enterprise which was new to him, but creditable alike to him and Mr. Vaughan that they had the pluck—and the foresight, for we have no belief in mere chance—to commence it in an untried situation.

Middlesbrough had the advantage of the River Tees, and there was a large portion of land between high and low water mark overflowed by the tide which was owned by the Crown. The Messrs Pease and others, called the Middlesbrough Owners, had bought portions of this as well as the Middlesbrough Estate, amounting to about 500 acres of agricultural land, for the purpose of laying it out as a town for the shipment of coal from the coal mines in the

Bishop Auckland district. Messrs Bolckow and Vaughan bought six acres of this land near the river, reclaimed it, and built there new works for the manufacture of bar iron, rails, iron castings, and other products. These works were not of a large extent. The pig iron had to be imported principally from Scotland for the purposes of the manufacture.

Mr. Bolckow and Mr. Vaughan had come to Middlesbrough in 1841; in 1845 they had erected at Witton Park, in the vicinity of the coal mines, four blast furnaces, some ironstone having been discovered in the neighbouring districts; but it could not be obtained in sufficient quantities, and it was not until the ironstone was discovered in the Cleveland Hills, and the working of it commenced, that Cleveland became an iron-making centre. This was in 1850 and 1851.

There have been various theories as to the discovery, and it is on record that ironstone was gathered on the Whitby coast long before the days of the great "pioneer" firm. It is related that Mr. Vaughan was a keen sportsman, and used to shoot over the hills. On several occasions, while thus engaged, he had picked up pieces of stone which he thought looked like ironstone. He did not immediately follow up the incident with any further investigations. After a time, however, the firm determined to seriously explore the Cleveland Hills, and see if it were the case whether really ironstone existed there or not. They, therefore, brought their mining engineer and a number of men for the purpose of boring and examining the properties contained in the hills. Mr. Vaughan remembered the occurrence of his former discoveries, and pointed out the locality where he had seen the pieces of stone. It was found at once that the seam of ironstone cropped out on

the side of the hill on the land belonging to the late Sir John Lowther. The men were quickly sent away, with the impression upon them that it was useless to go on with the research, that there was no hope of finding the stone.

An ancient period has been assigned as that of the discovery of the Cleveland ironstone. It is even stated that ironworks were established by the monks near Rievaulx Abbey, in Bilsdale, and in the valley of Hackness. It is also alleged that the Romans were aware of the existence of the stone. Whatever may have been at any early period, it is no doubt true that in our later times, if anyone else had found the stone, it was Mr. Bolckow and Mr. Vaughan who found its value and turned it first to gigantic account; they were the true discoverers, and the originators of an industry which has deeply and directly influenced the manufactures of the world.

On the discovery of the ironstone, the firm took immediate steps to lease a large tract of land for the working of the mineral, at a distance of about five or six miles from Middlesbrough. They made a railway from the mines to join the Stockton and Darlington Railway from Middlesbrough to Redcar, and built furnaces to smelt the iron at Eston and Middlesbrough.

The first ironstone was brought from the mines on the 1st of January, 1851, when their branch railway was opened. From that time may be dated the commencement of the iron era in the North of England, and all those prodigious populations and industries which have arisen in and around Middlesbrough and the Cleveland district. When Bolckow and Vaughan established their works Middlesbrough was an insignificant town of about 4,000 inhabitants. It was made up principally of coalheavers' dwellings, in the middle of a country of marshes and quiet farm lands. The

sources of its humble trade were the shipment of coal and a small pottery. The Iron Metropolis has to-day nearly 60,000 inhabitants within the municipal borough, whilst the Parliamentary borough numbers over 70,000. In addition to this, there are towns and villages in the neighbourhood and near the mines containing, probably, an equal number of inhabitants, besides the increase in the population which has taken place in Guisborough, South Bank, Eston, and other towns. The price of land rose enormously. Landowners, without any outlay or effort of theirs, had, by the discovery and enterprise of these pioneers, their barren rent-rolls changed into magnificent incomes. It is probable that the average rent of agricultural land in Cleveland in 1851 did not reach 30s the acre. A small estate, which in 1856 sold at £60 an acre, had land adjoining it which lately realized £600 the acre. Another small estate of 70 acres recently fetched £800; and a larger one of 500 acres, situated near to Middlesbrough, £80,000; whilst at a later period an estate of 60 acres, once valued at £3,000, brought about £60,000, and land in the borough has realized five, ten, and even twenty pounds per yard! Let us give one more example. A small property of 20 acres, inside the Cleveland Hills, for which its owner would have been glad to have taken less than £1,000 before the discovery, has brought him upwards of £50,000 in the shape of royalty for ironstone. And this is only an ordinary case out of many others that could be cited if space allowed. The price of what we may call building land, owing to the rapid increase of population and demand for its accommodation, rose marvellously. Perhaps there is no industry equal to mining in the rapidity with which it founds new towns and villages. They spring up in a day, touched into existence, as it were, by the wand of a fairy. In one year, where before we

saw not a single house, a town has arisen—its streets stretching over the unoccupied ground, and its chimneys rising to heaven in a thousand little spires. A little city has been made all in an hour—we might almost say so. Great are the responsibilities of those who, in the enormous power which they have happened to possess, have been the cause of the being, not simply of their children, but of a community. Their relation to it is full of tremendous duties. They are not to be discharged by the arts of patronage, or by giving of alms to the poor. They are to be fulfilled in far more profound ways. And it has to be said of the subject of this notice that, while it is beyond anyone to say of himself that he had done all he should have done—for the best of men feel most the distance between them and a perfect discharge of their duty, a distance which must ever be—he always recognised in a wise and noble spirit his obligations, and discharged them in many true and earnest acts; and it is only now, as time rolls on, and they are seen as it were in the distance, that the average mind fully comprehends the ability, wisdom, and goodness of the man whose career is well worthy of record and imitation.

Nor are the effects of Mr. Bolckow's and Mr. Vaughan's discovery of the ironstone and the development of the iron industry to be estimated by the new population it brought into being in and around Middlesbrough, or in the price of land. It is impossible to estimate those effects. The railway, the coal, the shipping industries, sprang up all around and grew into great enterprises. The results were not mere local ones. The commerce of the country, the commerce of the world, was inaugurated into a new era; its features were rendered more massive, were altogether changed. We speak of the Iron Age, but no one can calculate what has been the influence of this mineral—iron—upon the age we

live in. It would appear to be exaggerated language to say the civilization and the character of the human race owed itself to a mineral; but it is true that out of iron half the habits and the life of the modern man have been made. And to Mr. Bolckow and Mr. Vaughan, if the history of the world is to be given in conjunction with circumstances to names and to individuals, must be ascribed, in that so-called accident and wonderful enterprise at Middlesbrough forty years ago, the foundation not simply of a local industry, or of a larger commerce in the world, but the foundation of a large portion of the universal change which has taken place in the habits and life and industrial position of modern society.

It must not, however, be supposed that these workers established their immense industry by one stroke of easy accident. They had, before the discovery of the ironstone occurred, established, not by chance, but by severe experience, that character—the firm will, the persistent and indomitable perseverance, which, having previously coped successfully with difficulty, proved itself now equal to the opposite circumstance, and the difficulties which attend it. The period of 1847 and '48 was one of those disastrous crises which affect commerce—and notably the iron trade—with almost as much law of intervals as the law of the recurring seasons. Prices were very low and unremunerative, and the amount of the wages paid for the twelve months was only £20,000, or about one-half of the amount so spent in cash of the preceding years. The quantity of the work turned out in that disastrous year was proportionately small, and did not reach to over 4,500 tons. We believe that at this period, had not the character of the firm been the one it was, and had it not commanded the confidence and possessed the energy it did, it would never have

survived. During their struggling days the firm displayed an amount of intrepidity that is seldom paralleled even in the often romantic annals of manufacturing experience. Here Mr. Bolckow's master-hand was seen, and his fertility of resources failed him not in the hour of darkness. A bold financier, with a singular aptitude of seeing and doing the right thing at the right time, with the counsel and aid of friends, the storm was weathered, and the tide being taken at its turn, led on to fortune.

Dismayed by no restrictions or conditions, however stringent, contracts came into the hands of the firm that few others were strong enough to undertake, from the character of the specifications and the immense labour and skill involved in their execution; yet they seldom failed to carry them out, not only to the letter, but with remarkable ingenuity and care. For example, in the year 1855 they entered into an extensive contract with the Board of Ordnance, which it was reported had been rescinded in consequence of the Cleveland iron not being of the peculiar quality necessary to the purposes of that Department. Bolckow and Vaughan, however, executed the contract to the entire satisfaction of the Board, and thus helped to overcome the prejudice which even yet lingers in out-of-the-way and ill-informed corners. So early as 1850 and 1855 the firm supplied large quantities of rails for the East Indies, as well as at home, of a special and very difficult type; also, nearly the whole of the water-piping of London at this time was laid down in pipes manufactured by them. They were celebrated in being the makers, in 1843, of the engines of the steamer English Rose, the first steamboat built in the port of Stockton.

In the history of their early perseverance is to be narrated the obstacles which they had to meet in the difficulties of transport accommodation. Before the ironstone was

worked in the celebrated hills they had obtained some ore from Skinningrove, near a small fishing village on the Whitby coast; and this, indeed, was one of the contributing causes to the discovery in the hills, as it suggested the seams of iron extending throughout the district. There was no adequate harbour accommodation near the mines, and they had to convey the ore in small vessels to Middlesbrough, and send it by train to Witton Park, a process which was both tardy and expensive. Again, in the introduction of the Cleveland iron for sale, they had afterwards to encounter the opposition which was arrayed against them by the interests in other and older districts, principally those of Scotland.

To such vast dimensions, however, did the concern of Bolckow and Vaughan grow, that it was found too gigantic for the powers of two men—however great they might be; —so in 1865 the undertaking was made into a limited liability company, with a capital of two millions and a half sterling. The fame of the firm having penetrated throughout the country, the shares of the company were rapidly subscribed for by a substantial body of proprietors. The works and property were handed over to the company on the 1st of January, 1865, Mr. Bolckow being fitly chosen as chairman, and Mr. Vaughan vice-chairman. Since then additional mining property has been acquired, new collieries and ironstone mines have been opened, vast Bessemer Steel Works have been erected; and, as in iron, so in steel, the names of Bolckow and Vaughan have pioneered the simple yet wonderful process, by which the native ore can be economically converted into steel of the highest quality—a discovery which is not only introducing into Cleveland a new and many-sided manufacture, but is revolutionising the iron and steel industries of the world. At

the time when the firm of Bolckow and Vaughan was converted into a company we can judge of the magnitude of this private undertaking which they had founded when we state that in their employment at that time were no less than 8,000 men, that they raised annually about 750,000 tons of ore, and made nearly 300,000 tons of pig and manufactured iron. The company, of which Mr. Bolckow was the head and largest shareholder, has in the prosperous periods of the iron trade employed upwards of 12,000 men at one period, consumed annually 750,000 tons of ironstone, nearly 500,000 tons of coke, 200,000 tons of limestone, and 400,000 of coal. More than 550,000 tons of pig iron are produced annually. The new Bessemer Steel Works at Eston will employ over 2,000 men, and are capable of producing nearly 5,000 tons weekly of steel from hematite or Cleveland iron. Amongst the first to discern the change that was taking place was Mr. Bolckow, who at different times urged the vast company over which he presided to take time by the forelock and be first in the race; they did so, and now occupy a position of unassailable and unparalleled greatness. The company own fourteen collieries, from which they raise about 2,000,000 tons of coal per annum; they farm 4,000 acres of land; they own hematite mines in Spain; they produce 1,500,000 tons of ironstone annually, and make over 500,000 tons of pig iron and 250,000 tons of steel, besides 80,000 tons of finished iron and a variety of engineering work. Altogether their works will now give employment to upwards of 15,000 men.

The resources of the Cleveland Hills, first opened out, as we have observed, by Messrs Bolckow and Vaughan, have proved to be enormous. The area of the main bed of Cleveland ironstone is estimated by Bewick to be 420 miles; and estimating the yield of ironstone as 20,000 tons per acre,

which are the figures of Mr. I. L. Bell—than whom no authority is greater—it follows that close on 5,000,000,000 tons are contained in the main seam. Mr. Bell has also calculated the quantity of coal in the northern coal-field at 6,000,000,000 tons; so that there is just enough fuel in the one district to smelt the ironstone contained in the other. The make of Cleveland iron exceeds 2,000,000 tons annually. It is more than a third part of the whole make of England, and fully double the annual production of Scotland. The total quantity of pig iron made in England and Wales in 1740 was 17,350 tons, less than the yearly production of a single large-sized Cleveland blast-furnace at the present day. This will give some idea of the magnitude of the result of the pioneer enterprise of these two men.

We must not forget to mention that the practical discovery of SALT at Middlesbrough, as well as of iron and steel from native ore, is due to Bolckow and Vaughan. It was made in boring for pure water during 1863 and 1864. It is possible this discovery may end in as great results to the Cleveland district as that of the ironstone. At present the works are in abeyance; but they have taken up the "thread," and there can be no doubt now that the production of salt, with the accompanying chemical works, will be a new and important local industry.

Honours fell thick on our hero—honours not thrust upon him because of suddenly acquired wealth, but mostly earned by patient and practical service, as well as wise and liberal giving to every deserving cause. Mr. Bolckow was elected the first Mayor of Middlesbrough on the incorporation of the borough in 1853. In the fine Statue erected he is represented in the singularly appropriate attitude of handing over to the people the Charter of Incorporation. He was chosen the first President of the Middlesbrough Chamber of Commerce. He

was Chairman of the Middlesbrough Exchange Company; and on the 22nd November, 1866, laid the foundation-stone of the Royal Exchange, one of the first marts of commerce in the North of England, remarking that "it had always been his determination for Middlesbrough to become the metropolis of the Cleveland iron trade, and he had no doubt that that result would be brought about by the erection of this building." He was a most indefatigable member of the Tees Conservancy Board. The Tees from Middlesbrough to the sea was a shallow and tortuous stream, that could only be navigated by vessels of a light draught. It has now been considerably improved, and vessels carrying 2,000 tons can at present navigate the river. A rock which stood at the mouth, and in the way of the course of vessels going in and out, has been blasted and removed, and graving docks, pier, and other requisite appliances have been provided. The Tees was originally in the hands of a private company called the Tees Navigation Company, but Mr. Bolckow, Mr. Jos. Dodds, M.P., Mr. Isaac Wilson, M.P., and a few others were the means of getting it out of the hands of this company and into those of a public body, which has led to a whole system of improvements in dredging and constructing the river into a fine channel. Mr. Bolckow was the first representative in Parliament of Middlesbrough, having by Special Act of Parliament been qualified a British subject. In 1868, when the borough was enfranchised, he was elected without opposition, and in 1874, opposed by a Conservative and a "working man" candidate, he was re-elected by an overwhelming majority. His name was a tower of strength, and had a charm to all—especially, it may be said, the people whom he had served so long and so faithfully. But the most magnificent act in Mr. Bolckow's career, in our opinion, was his beautiful gift to his adopted town of a public

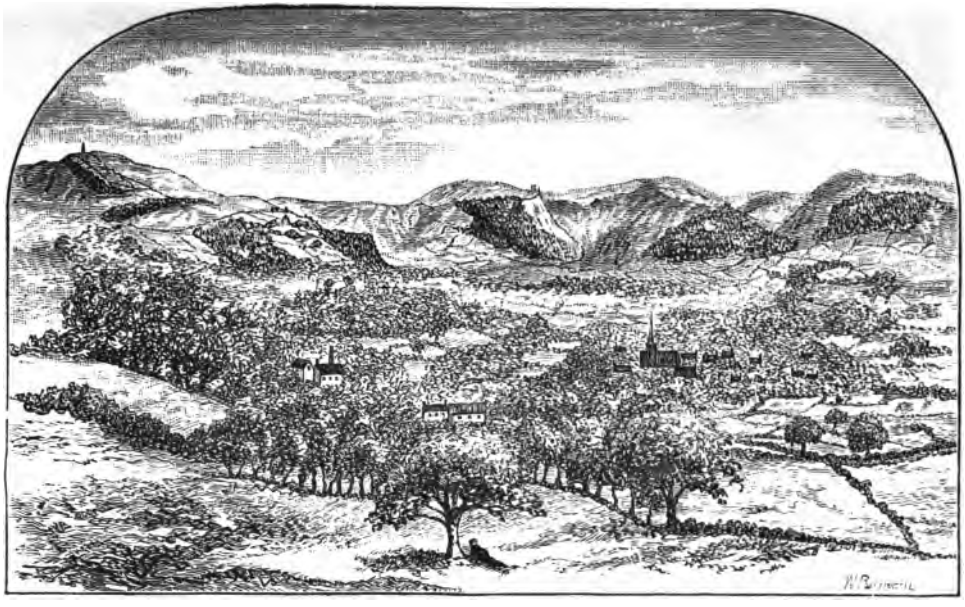
park, opened in 1868 by Prince Arthur (now the Duke of Connaught, who made his first public appearance here), and which must have cost its donor not less than £30,000. Perhaps, though a simple, a more striking illustration of the liberal mind of the man, his freedom from our English barbarity, and yet, withal, his love for Englishmen, cannot be found than in the band of music which, on his suggestion, was employed to play in the Park on Sundays. What can be more sacred, more lovely, more elevating than music, among trees and flowers, fountains, and sweeping sward? So far back as 1854, Mr. Bolckow had made up his mind to present Middlesbrough with a public park and recreation ground. In August, 1868, the Park was formally opened by the young Arthur, who was Mr. Bolckow's guest for two days. A general holiday was observed on the occasion, and the town wore an air of jubilation such as had never been seen before. The Queen thus expressed her sense of satisfaction :— "Prince Arthur expressed verbally the gratification he derived from the loyal and enthusiastic greeting which was accorded to him, but the Queen is unwilling to leave unnoticed the conspicuous share taken by you in receiving and entertaining His Royal Highness, and has commanded me to return to you Her Majesty's thanks for your magnificent hospitality." It was known to a few that Mr. Bolckow might have obtained a certain distinction on this occasion, but it was declined with respectful dignity.

Nor did Mr. Bolckow confine his liberality to one or two objects only. In the cause of education, both elementary and technical, he ever worked with a willing heart and an anxious mind. His experience of the Continent, and especially of his native country, which long had a better system of education than any other country in Europe, showed him that the English artisan was far from being up to the

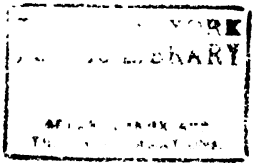
mark. Compared with the German workman, he stood at a disadvantage, and even the *ouvriers* of Belgium and France had a training that put him in the shade. Mr. Bolckow saw this to his sorrow, and felt it to his loss. He could not make his workmen amenable to reason and a just perception of their true interests so readily as he could have done had they been better educated. Ignorance is the most fertile source of prejudice and superstition; and Mr. Bolckow, although uniformly living on terms of amity and concord with his men—and the first to suggest the advantages of Boards of Arbitration and Conciliation—often found that their obstinacy and disregard of common-sense were obstructions both to his and their progress. He aimed at removing this. With the generation to which he himself belonged he could do little good. But he could go to the root of the evil, and confer upon the children that which had been withheld from their fathers. Up till the year 1867, Middlesbrough was deplorably short of adequate school accommodation, and it was calculated that not more than a third of the children available for that purpose were under educational discipline. At a cost of some £7,000, Mr. Bolckow built schools capable of providing for 900 children. This provision went a long way towards fully meeting the requirements of the town. The discipline of the school was of such a character that children of all classes, grades, and habits were admitted. For these munificent gifts to the town the Corporation of Middlesbrough resolved to present Mr. Bolckow with a public address, and this ceremony, which took place on the 31st October, 1868, was the occasion of a crowded gathering in the Town Hall. The address set forth that, "Under divine Providence, successful in your undertakings beyond the lot of most, you remembered that wealth cannot be more nobly applied than in advancing the condition

of those around. This town—a town to a considerable extent of your own creation, indeed—owes you much: the present generation for your last princely gift, and the future for the knowledge which the schools now in course of erection will afford." In his reply, Mr Bolckow said: "It has long been my earnest wish to contribute to the physical and intellectual requirements of your rapidly-increasing population, and I am thankful that divine Providence has enabled me thus far to accomplish my long-cherished intentions."

He possessed a fine taste, and we have often heard a high authority in art say that on the "private view" day, or in the studio, Mr. Bolckow, with a strange intuition, placed his hand on the best pictures. In the noble mansion at Marton, situate near the sacred spot where Captain Cook, the famous Navigator, was born, there is a unique collection of old French, Dutch, and Flemish curiosities, in addition to many rare books and pictures, collected chiefly by himself in London. In variety and excellency the pictures are not surpassed by any private collection in the country. Not only are great names represented on the walls, but for the most part the best samples of the best artists have been brought together; several of the pictures have been engraved, and have become very popular. The following are a few of the leading pictures, most of which possess an historic interest, and are of great value:—"The Subsiding of the Nile," "Rebecca and Eleazer" and "Rachael," by Goodall; "Cattle" and "The Ferry," by Rosa Bonheur; "Ancient Tombs in the Rocks at Lycia" and "The Bay of Naples," by W. Muller; "Spanish Ladies" and "The Fruit-seller," by Jno. Phillip; "Grandmother" and "Roast Pig," by T. Webster; "Homeless" and "The Silken Gown," by Thomas Faed; "Both Puzzled" and "The China Merchant," by Erskine Nicol; three Venetian paintings by E. W. Cooke;



CLEVELAND VALE—GREAT AYTON AND CAPTAIN COOK'S MONUMENT.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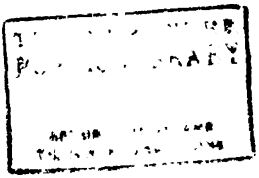
"Evening of St. Agnes," by Maclise; "Snow Storm in Cumberland" and "Noon-day's Rest," by T. S. Cooper; "Braemar" (one of Sir E. Landseer's largest and best works); "Highland Shepherd," by Ansdell; "The Ballad," by John Faed; "Harvest" and "The Hillside Farm," by Linnell senior; three paintings by Clarkson Stanfield; "Driving Home the Flock," by David Cox; "Meeting of the Avon and Severn," by Patrick Naysmith; "Walton Bridges," by Turner; "St. Peter's, Rome," by D. Roberts; "Merry-making in the Olden Time," by Frith; "The Sick Child," by Sir D. Wilkie; "The Stirrup Cup" and "The Sign Painter," by Meissonnier; with equally important samples of Poole, Troyon, Frere, Bisschop, Egg, Eastlake, Calderon, Millais, Gerome, W. Collins, Herring, Sant, etc.; and a very large and wonderfully executed enamel, with portrait of Clemence Esaure, by Lepec.

As an indication of the interest taken in Cleveland and its foremost pioneer, it is worthy of note that biographical sketches of Mr. Bolckow, with an admirably executed portrait in each case, have appeared in the *British Workman*, the *Practical Magazine*, *Home Words*, and other publications; and in a series of articles on important collections the *Athenæum* included the noble gallery at Marton Hall, which was ever open to the inspection of those who could appreciate beauty and worth.

JOHN VAUGHAN.

IN describing the first Jubilee of Middlesbrough it would ill become us not to remember the man whose knowledge, insight, and indomitable perseverance contributed so largely to the origination and development of the Cleveland Iron Trade. He was a notable example of "rising from the ranks," and was ever proud to be recognised as a practical worker in iron. Commencing life in what might be called its humblest walks, he worked his way up to the highest that a merchant or manufacturer can attain, and died a millionaire. And yet he did not strike a vein of gold, nor did he obtain possession of the philosopher's stone. His name is not associated with any invention or processes such as those that have obtained for Nielson, Bessemer, and others a colossal fortune and a niche in the Temple of Fame. He sought not to win his spurs in any or either of the usual fields of distinction—literature, science, or art. He had great—even commanding—talent, and by turning it with marvellous aptitude to account, and making the most of it, he has left behind him a name that will not readily perish. The eternal glory of the man is that he achieved for himself and others, by average resources, that which men of better opportunities

JOHN VAUGHAN.



could never have established. Let us be just, while we are also generous, to his pleasant memory. It was by hard work, tact, and foresight—not by mere luck or chance—that he was able to build up his colossal fortune. All the more credit, therefore, to himself; all the more hope and encouragement to others.

John Vaughan was born in the cathedral city of Worcester, on St. Thomas's Day, 1799. His father was an ironworker, who depended upon his daily toil for the support of his family. The most we know of him is that he was a man of considerable skill in his business, and of more than ordinary decision of character. His family were brought up in a respectable manner, and had the advantage of a good example. John was early taught that

"Man's but a sodjer,
And life's but a fecht."

As a boy he worked in a scrap mill; as a man he occupied more remunerative and arduous positions—such as that of a roller. But at an early age he practically proved that "the child is father to the man." His plodding disposition and enquiring habit of mind led him, while still in his "teens," to take the highest position as a workman, and earn better wages than his neighbours. He graduated in one of the best schools in the kingdom—the great Dowlais works in South Wales—where he had every possible facility for making himself familiar with all the phases and ramifications of the iron trade. Probably there were few men who had at that time such an exhaustive knowledge of the practice of iron making. Nor was he long of turning his attainments to good account. As "a prophet hath not honour in his own country," he did not succeed in obtaining at Dowlais the promotion he aspired after, and he quitted that establishment, about the year 1825, to undertake managerial functions at a small ironworks at Carlisle.

Here he became acquainted with and married his first wife. His next appointment was that of manager of the Walker Ironworks, near Newcastle-on-Tyne, which were established about the year 1832 by Messrs Losh, Wilson, and Bell. Originally the Walker Ironworks consisted of only one furnace, and it is a somewhat significant fact that this furnace was the first specially built for the use of Cleveland ironstone, which was obtained from mines near Whitby, belonging to a Mrs. Clark. John Vaughan, however, could not have been in any way directly concerned with this circumstance, for three years previously he had joined Mr. Bolckow in starting the Middlesbrough works. From this point there is so much unity in the lives of the two partners that they are almost inseparable. For a number of years they were nearly as much part and parcel of each other as the Siamese twins. They had one object—or objects—in common; they lived, not together, but next door to each other; they were continually in each other's company, consulting, controlling, planning, advising, for the same ends. But it is necessary to make a distinction somewhere between two men who, however identical in their lives, had each his own individuality; and, for the sake of continuity, we shall here proceed to carry our narrative up to the point of Mr. Vaughan's lamented decease.

It was Mr. Vaughan who finally fixed upon Middlesbrough as the site of the new enterprise which he and his partner resolved to undertake about the close of the year 1839. Being the practical man of the firm, this matter was left to a large extent in his hands. We are not aware of the precise reasons which actuated his choice. Did he dream of the treasures which these hills contained? Or did the near proximity to coal and shipping facilities offer inducements? Or had he formed a hypothesis of his own—

and this seems, from the course taken by subsequent events, to be the more likely surmise—as to the nodules of ironstone which the disintegrating effects of the weather left exposed on the bold bluff coast between Whitby and Saltburn? Here, at any rate, the firm launched, perchance with "fear and trembling," their little venture, which was originally constructed on a very modest scale, and included only the manufacture of finished iron and its conversion into different kinds of machinery. The Middlesbrough of that day was a small straggling village. It had two sources of trade—the shipment of coal, and a small pottery; but no ironworks had as yet been built from one end of Cleveland to the other. As one of the Middlesbrough Owners, from whom the new firm acquired their site, Joseph Pease, the first Quaker member of Parliament, was one of the first to become acquainted with Mr. Vaughan, and at the request of the latter he gave the firm an introduction to several colliery owners, in South Durham, couched in the following terms:—

"2nd day, 12th month, 1841.

"The bearer, Mr. John Vaughan, of the firm of Bolckow and Vaughan, being about to visit the owners of coal, wishes me to recommend him as likely to become an extensive consumer.

(Signed) "Joseph Pease."

As coal was at that time rather a drug in the market, Mr. Vaughan would probably get a welcome reception from the coal owners, despite the curt, cautious, and not over friendly note of introduction written by his patron. Like all new firms, Messrs Bolckow and Vaughan, in commencing, had many difficulties to encounter, and these were not of merely temporary duration, but lasted over a period of at least eight or ten years, during which Mr. Vaughan appeared to be proof against fatigue and empowered with ubiquity. He threw his whole soul into the success and aggrandise-

ment of the firm, and the operation of his practical experience soon gained it a name for the excellent quality of the work produced. We learn from a local work that "Messrs Bolckow and Vaughan made the engines in 1843 of the steamer English Rose, the first steamboat built in the port of Stockton." Mr. J. W. Ord, three years later, writes in his "History of Cleveland" that "in the ironworks belonging to Bolckow and Vaughan not only are all sorts of cast and wrought iron executed, but rolling mills are in operation for the production of bar iron and rails of every description."

On the 14th day of February, 1846, the firm commenced the manufacture of pig iron, having erected four blast-furnaces at Witton Park, near Bishop Auckland, for that purpose. There were then no blast-furnaces nearer than Consett and Tow Law, and, as the railway facilities of the place had only been imperfectly developed, the firm had often considerable difficulties in obtaining the supplies of pig iron and fuel necessary for their works. These had by this time attained a considerable bulk—the quantity of iron used in 1846 being 20,000 tons, while the consumption of coal was 100,000 tons. Mr. I. L. Bell assigns as the reason that induced the selection of Witton Park as site for the new works the fact that the firm had an offer of a supply of ironstone from the coal-fields near Bishop Auckland; but, as had happened to their colleagues on the Tyne years before, in these expectations they were disappointed, and were therefore compelled, like them, to have recourse to the use of the Whitby ironstone. It may be interesting to state that when Messrs Bolckow and Vaughan built the Witton Park furnaces there were only other ten works of the same class in the North of England.

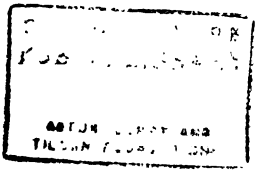
And now we come to what is in many respects the most interesting epoch in the career of Mr. Vaughan—his

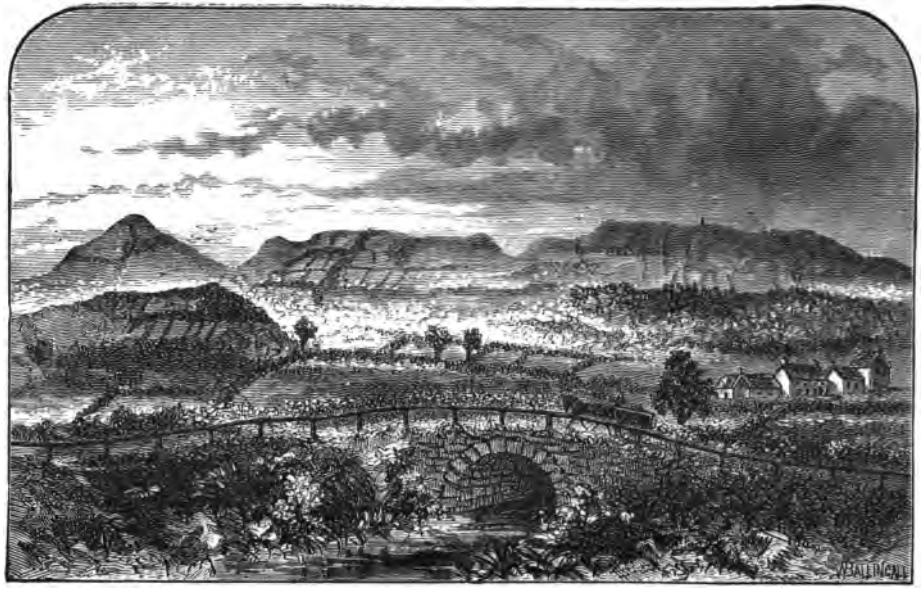
connection with the discovery of the Cleveland ironstone. Many versions of this matter have been published. It is popularly supposed, indeed, that the very existence of ironstone in the Cleveland Hills was unknown until Mr. Vaughan stumbled upon it. The most commonly accepted, although a most erroneous, explanation of the discovery is that which represents Mr. Vaughan as having quite accidentally and unintentionally stumbled upon a nodule of ironstone while out shooting. There are few fallacies that have not a basis in fact, and this one is no exception to the rule. But, in order that Mr. Vaughan's real connection with this discovery may be clearly defined, it is necessary to take a retrospective glance at the ante-iron era in Middlesbrough.

A great antiquity has been assigned to the actual discovery of the Cleveland ironstone. In his illustrations of the geology of Cleveland, published in 1829, Professor Phillips says that "ironstone abounds on this coast," and he speaks of ironworks that were established by the monks near Rievaulx Abbey in Bilsdale, and in the valley of Hackness. Again, in his "History and Antiquities of Cleveland," published in 1846, Mr. J. W. Ord says that "Bransdale, Rosedale, and probably some of the other dales, contain quantities of ironstone, although at present in disuse." He adds: "The vast heaps of iron slag, and numerous remains of ancient works, prove that much iron must formerly have been produced there." On the strength of these and other collateral criteria, it has been argued that the Romans on the one hand, and the monks on the other, were aware of the existence of ironstone in the Cleveland Hills, and worked it at a very early period. From this view, however, Mr. John Marley, of Darlington, a mining engineer of eminence, emphatically dissents, thinking it very questionable "whether the Romans or the monks ever

smelted any part of the main bed of ironstone, which has in recent years proved such a source of wealth to the North, because in the various remains of slag and refuse left by them in Bilsdale, Bransdale, Rosedale, Furnace House in Fryupdale, Rievaulx Abbey, and other places, no traces of the main seam of ironstone have been found, although 'dogger band' (or thin clay bands of ironstone) and 'nodules' have been so found along with the charcoal and slag."

Coming down to more recent times, however, we are confronted by the most unequivocal testimony that the knowledge of the mineral wealth of Cleveland is much older than is commonly supposed. In 1811 the late William W. Jackson, of Normanby Hall, had samples of ironstone from his property, near Upsall, sent to the Lemington Ironworks on the Tyne for the purpose of being tested. The result was not encouraging. "Tell your master," was the reply, "that it is good for nothing." From this time forward numerous attempts were made to win the Cleveland ironstone to practical account, but failure seems to have attended nearly every effort in this direction. Its value was not understood. One writer says, in 1828, "It has been ascertained to yield 15 per cent. of iron." This is not above one-half the average percentage obtained at the present time. Again, we find that on the 18th day of May, 1836, a cargo of fifty-five tons of ironstone was sent from Grosmont to Whitby, and from thence shipped to the Birtley Ironworks, near Newcastle, by the Whitby Stone Company, which was formed for the purpose of developing traffic, including freestone, whinstone, and ironstone, for the Whitby and Pickering Railway. The experiment was attended with doubtful results, but it did not deter the company from sending a second quantity to





THE CLEVELAND HILLS.

the Tyne Iron Company, who, after putting it to the test, returned the cheering intimation that "they were ashamed to see such refuse on the quay!" The next experiment of which we have any record was made by the Devon Iron Company, now defunct, who had blast-furnaces at Alloa, near Stirling. It was through Mr. D. Neasham, of the late firm of Neasham and Company, of the Portrack Lane Iron-works, Stockton, that a cargo of ironstone obtained near Coatham was sent to the Devon Company. That gentleman received a letter in reply to the effect that there was no iron in the stone, that it was not even worth trying, and that he should give himself no further trouble about it. When Mr. J. W. Ord published his work on Cleveland in 1846, he declared the ironstone to be "at present of little value except as ballast, and scarcely of sufficient importance to encourage speculation."

It is unnecessary to follow the progress of the various efforts to make the Cleveland ironstone a marketable commodity, for they all began and ended with doubt, difficulty, and discouragement. We have said enough to show that as a commercial product the ironstone was discredited and condemned. Until Messrs Bolckow and Vaughan came upon the field, its application to the purposes of iron manufacture was regarded as all but impracticable—so much so, indeed, that when the latter proposed to enter into leases for its development on the estate of Mr. E. W. Jackson, of Eston, that gentleman said he would not "assist to ruin Messrs Bolckow and Vaughan and spoil the estate." But the time came and the man; in what manner we shall see.

It was in 1846, as already stated, that Messrs Bolckow and Vaughan established their works at Witton Park. The *locale* was admirably chosen in respect of commanding easy and near access to the coal and carboniferous limestone

measures, as well as to the "vein" or "rider" stone from Teesdale and Weardale. But their supplies of ironstone at the best were irregular and precarious, and they were continually on the alert for more reliable and trustworthy sources. In pursuance of this aim they procured some thousands of tons off the coast between Redcar and Skinningrove in the spring of 1848, and, having shipped it to Middlesbrough, they conveyed it thence per railway to Witton Park. This is believed to have been the first practical application of the discovery of the main seam in the north of the Cleveland measures. On the 7th August, 1848, Messrs Bolckow and Vaughan made arrangements with Mr. A. L. Maynard, one of the lessors of the ironstone at Skinningrove, for a supply of ironstone from that district. It is said before Mr. Vaughan had issued instructions as to how this ironstone was to be treated the furnace manager emptied the first few waggons of stone into the refuse heap as "freestone stuff," although we have heard the statement contradicted. In 1849 the Skinningrove mines came into the hands of Messrs Bolckow and Vaughan, and were worked by them until October of the following year, when they were transferred to Messrs Losh, Wilson, and Bell, of the Walker Ironworks. All the energies of Mr. Vaughan were strained at the time to obtain a cheap, ample, and convenient supply of ironstone. Although the furnace manager reported unfavourably on the first cargo sent from Skinningrove, Mr. Vaughan soon saw for himself that it was greatly superior in yield to the Whitby ironstone, which the firm had previously used to a large extent. Under his auspices, therefore, trial drifts were made in the Upleatham Hills, at Eston, and at Normanby, with the view to the further development of the mineral; but the "top seam," which is the most irregular both in thickness and in quality,

was the only one then discovered. Although thus disappointed, Mr. Vaughan was neither disheartened nor dismayed. He continued his examination of the Cleveland Hills until, on the 8th day of June, 1850, he stumbled upon the main seam of ironstone. He made this discovery in company with Mr. John Marley, mining engineer, of Darlington, whose account of the incident it may be well to quote here. Mr. Marley says:—"Mr. Vaughan and myself, having gone to examine the hills for the most suitable place for boring, we decided to ascend to the east, adjoining Sir J. H. Lowther's ground, and so walk along to Lady Hewley's ground on the west. In ascending the hill in Mr. C. Dryden's grounds we picked up two or three small pieces of ironstone. We therefore continued our descent until we came to a quarry hole, from whence this ironstone had been taken for roads; and next, on entering Sir J. H. Lowther's grounds to the west, a solid rock of ironstone was lying bare, upwards of sixteen feet thick. I need scarcely say that, having once found this bed, we had no difficulty in following the outcrop in going westward, without any boring, as the rabbit and fox holes therein were plentiful as we went. We also examined the place in Lackenby Banks, squared down in 1811 or 1812 by the late Mr. Thomas Jackson, of Lackenby. The period from the 8th June, 1850, till the middle of August following was occupied in completing arrangements for opening out this ironstone, and the first trial quarry was begun on the 13th of August, 1850. A temporary tramway was soon laid down, and by the 2nd of September, 1850, the first lot of seven tons was brought down in small tubs to the highway side, from thence carted to Cargo Fleet, and thence again by rail to Witton Park Ironworks, being about three weeks after actually seeing the ironstone, and by this

method 4,041 tons were sent away by the 28th December following."

Such is Mr. Marley's plain and simple narrative of a discovery that has led to such splendid results. The extent and value of the Cleveland ironstone having been approximately ascertained, Mr. Vaughan made haste to conclude leases for the working of large royalties at Eston, and, as the lessors regarded it as only a doubtful thing at the best, the firm were enabled to do this on the most advantageous terms. It is said that Mr. Vaughan, in making his lease, kept all knowledge of his discovery from the owners of the land. At all events, their royalty payment was not more than fourpence per ton, whereas of late years it has averaged sixpence, and is, in some cases, as much as ninepence per ton of 20 cwt.

Of the subsequent operations of Messrs Bolckow and Vaughan as a firm we have left ourselves so little room to speak here that we must refer the reader to our sketch of Mr. Bolckow, and this may be done with all the more appropriateness, seeing that in later years the latter exercised more control over the concern than his partner's failing health could allow him to do. We cannot, however, do justice to Mr. Vaughan without speaking of his excellent personal qualities, of his amiability in domestic life, of his generosity, his equable and benevolent disposition, and his keen and active sympathy with the interests and instincts of his workmen. No man was more familar than he with

"The short but simple annals of the poor,"

and no one was more ready to extend a helping hand to a case of real distress, or to recognise and reward merit in those under him. One who knew him well has said that "a foul word or an angry, hasty word never escaped his lips; not that he did not become excited and vexed when

aught went wrong in the works—never being satisfied until he himself had put it right, matterless the personal labour and time employed—and all the men not only felt his earnestness and power, but tacitly acknowledged their mistake, and made amends for the future. Such a master created good and faithful servants. Among the working class he was singularly looked up to, yet not servilely. Without the slightest presumption on his wealth, or the least affectation of superiority, he was sincerely respected by all grades, and acquitted himself well in each." He died in his sixty-ninth year, on Wednesday, September 16, 1868, and was buried in Marton Church-yard. Having fought a good fight, he finished his course in the presence of his son, Mr. Thomas Vaughan, and other sorrowing members of the family.

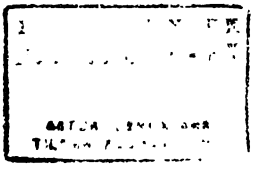
"God's finger touched him, and he slept."

Tranquilly and happily he passed away, after a long life bordering on the "allotted span," crowded with toil and vicissitude, and crowned with a measure of success which falls to the lot of few men.

JOSEPH PEASE.

"THE imagination staggers under the attempt to realize the colossal enterprises which either originated with or were sustained and were developed by this man's brain." This was the expression, at the death of Joseph Pease, of one of the chief journalists in the North, and its applicability will be well known to those who knew the founder of Middlesbrough. Born just before this century, educated at Leeds, and at Southgate, near London, Joseph Pease began life as a clerk in the office of the firm which his father and his uncle were the heads of. He had much to do with the formation of the first railway; drafted its prospectus, and at times assisted in the survey George Stephenson made. He was one of the few who made the trial trip with the first engine that preceded by a day the formal opening; and, not to detail the course of his commercial life, for nearly sixty years he was one of the heads of the railway, mining, and commercial enterprises in the North of England. But most interesting at this time is his connection with the town of Middlesbrough, for it is with that, rather than with his mercantile or political career, that we have now to do.

JOSEPH PEASE.



It is well known that the Stockton and Darlington Railway was chiefly promoted for the conveyance of coal cheaply and expeditiously between the Durham coal field and the Tees, and for a time the promoters were satisfied with Stockton as a place of shipment. But the accommodation was insufficient, and the then shallow Tees impeded to some extent the trade; and to Joseph Pease occurred the idea that a port of shipment lower down the river would more rapidly develop the future of the railway. In 1829 a company was formed, which purchased five hundred acres of land on Tees-side. That company had for its head Joseph Pease, Thomas Richardson (then of London, afterwards of Ayton), Henry Birkbeck, Simon Martin, Edward Pease, and Francis Gibson—all of them members of the Society of Friends—the purchase following the Act for the extension of the railway to Middlesbrough. That Act was the outcome of an opposition very fierce; and it is to the overcoming of the opposition of the coal-owners and of the towns of *Yarm* and Stockton by Joseph Pease and his colleagues that Middlesbrough owes its existence. The bridge across the Tees—the first railway suspension bridge—was built, and the line speedily completed; and in December, 1830, the opening ceremony took place—the first shipment of coal being, of course, into a vessel lying in the river. The dock—constructed, it may be added, at the cost of Mr. Pease and Mr. Birkbeck, and sold later to the Railway Company in 1849—was of later date; and thus part of the old estate of the Hustlers and the Pierses came, through Mr. Chilton and the Middlesbrough Owners, to the Stockton and Darlington Railway in the form of the old dock, which, with the project of the town and port, was one of the "colossal enterprises" of the late Joseph Pease.

Nor did the exertions of Mr. Joseph Pease for the town of his designing end with that design. He largely contributed to the formation of early works in the new town, even though his election as a member for South Durham withdrew him from the North for considerable periods in many eventful years. He had to do with the attempt to introduce steam communication with the Tees—an attempt the late Mr. Joseph Taylor fostered, and with the eventual success of which the son of that gentleman has had much to do. Through the late Mr. John Harris, it is believed that he was the means of inducing John Vaughan to decide upon Middlesbrough as the site of the works of the firm of Bolckow and Vaughan; and in 1850 Mr. Vaughan, at a presentation to himself, read the recommendatory letter that Joseph Pease gave him in 1841, when the firm were about to commence operations and needed coal supplies. To that firm it is well known that Joseph Pease gave great aid; and he aided further the young town by procuring the establishment of engine works there, which passed into the hands of Gilkes, Wilson, and Co. And as one of the Middlesbrough Owners, as a member in some of the partnerships that sprung up near the town for the utilization of the stores of ironstone, and as one of the directors of the controlling railway company, Mr. Joseph Pease was one of the developers as well as the founder of Middlesbrough.

Nor did his anxiety for its welfare end here. When the first church was built he gave the ground for its site and churchyard, though, as a Quaker, he had then to bear distraint elsewhere for Church rates. To Dissenting denominations he contributed largely. He was a valued friend to the Mechanics' Institute; and long was his devotion to education shown. The first public school in Middlesbrough—the Stockton Street British School—owed much to him; and one

of the latest of his gifts was that of the Southend Schools, which were, in 1870, presented on his behalf to the Mayor and Corporation of Middlesbrough by his daughter-in-law, Mrs. Joseph Whitwell Pease.

Thus, as the projector of the town, as (with his relative, Mr. Birkbeck) the constructor of its first dock, as the developer of its industries, as the promoter of its railways—not only the original one, but that to Guisborough also, for which he and his eldest son had to guarantee a dividend before it could be made—and as one of the few who liberated the River Tees from its early control and handed it over to its present guardians, Joseph Pease should take high rank amongst the pioneers of Middlesbrough, whilst he alone had the honour of its conception. The early days of Middlesbrough, when it had to contend with an opposition that now seems impossible—that from the northern side of the Tees—when its industries were small, and needed constant aid—then Joseph Pease's mind, time, talents, and purse were given constantly to it; and it was only when its foundations were of iron, when other interests needed him, that he retired from prominent connection with it, though the men he had induced to settle there—the Wilsons, Gilkes, Dunnings, Heads, and others—took his place and the burden that had rested on his shoulders. But in the struggle which all young towns have to prove their right to be, in the early days of Middlesbrough the first and most powerful friend that it had was in Joseph Pease.

Parliament claimed him; railway development needed him. The fierce fight between the two railway dynasties of old on the Tees—the Stockton and Darlington and the unfortunate Clarence and its successors—that prolonged struggle drew out his powers; philanthropic enterprises, educational progress, religious life—these, with that "brief

undressing time" he claimed from the duties and cares of this world—these filled up the long span of the life of Joseph Pease, and made his visits to Middlesbrough few. But there are those who knew him between 1830 and 1872 who know how keenly he watched the progress of the Tees-side town he had founded. When, little more than half a century ago, he rowed across the shallow Tees prospecting the place, he saw only the farm of Mr. William Partington, a bluff yeoman. When the bargain for the sale of land was being negotiated, the subject was once discussed at dinner in the farmstead, and said Mr. Partington: "If the Darlington Quakers build a town here, I'll turn this house into a public-house, and hoist the sign of the 'Quakers' Arms.'" That town has been built, and long ago the farmhouse and its incredulous inhabitant have departed. That town, so fostered, has been built, and has well repaid the adventurers who risked much in its early days, and the railway company and its successors who did in the past so much for it. It had early opposition from neighbouring towns and companies; but the former have come to see that its prosperity is theirs, and a still more singular fate has befallen the rival companies, for the railway "rings" of this northern Brentford have found one successor which in its great maw has swallowed up alike the Stockton and Darlington, the Clarence, the Middlesbrough and Redcar, and the Cleveland, with all the others that sprung out of them.

Middlesbrough, in commemorating its birth, must needs do honour in gratitude to Joseph Pease. It has yet among its old inhabitants those who knew him, who recognised his industry, his wonderful sagacity and discernment, and his untiring zeal for the promotion, first of the material, and then of the higher welfare of Middlesbrough. The charm

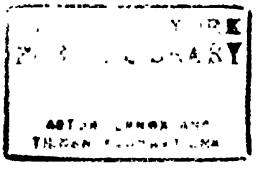
of his kindly presence, the multiplicity of his mental gifts, the pleasure derived from his varied conversational powers, and in public that magnificent oratory which none of his family—an eloquent race—could approach, won him the hearts of many, and those whom he was most in contact with could say of him that death only moulded into calm completeness "the statue of his life." He had seen the fruits of his early labours to him and his, and not the least of their beneficent results have been known in Tees-side, which early in life he laboured for, and to which later in life his thoughts tended, and practical gifts still attest the actions that these thoughts found expression in.

WILLIAM FALLOWS.

IT is scarcely possible to write a separate and independent biographical sketch of William Fallows; his life has been his life-work here, and in writing an early history of Middlesbrough, and especially the history of the development of the Tees as a shipping port, we reveal the man and his mind, and show at every stage the services that he has rendered to the district.

Mr. Fallows was born at Stockton on the 10th of December, 1797, and is thus about 84 years of age. He was educated at Stockton at one of those schools which the liberality of our forefathers established. Before reaching his twelfth year he had entered the office of an iron merchant, who was also a sail-maker, and here he served an apprenticeship of seven years. Having faithfully finished this somewhat unprofitable period of service, he commenced business on his own account as a broker, which he carried on by himself, and also in conjunction with others, for a short time. In 1829 he was appointed agent for the Stockton and Darlington Company, and two years later settled permanently in Middlesbrough—his special work being to superintend the shipping of coals at the recently-created port. He was thus, at a very early age, identified with

WILLIAM FALLOWS.



shipping; and when the Tees Conservancy Commission was formed he was elected one of the members —only one other of the founders, Mr. Isaac Wilson, M.P., being now amongst us. Mr. Fallows at once devoted his energetic and incisive mind to the management and development of the river, and to his efforts everyone admits is to be attributed in an exceptional degree the proud position which the Tees holds amongst the river highways of the country. Elsewhere we have told "The Story of the Tees;" but must here state that Mr. Fallows first suggested the reclamation scheme, which has brought enormous sums into the coffers of the Commission, and rendered its extensive improvements possible. He also it was who suggested the idea of the southern Breakwater, and initiated the arrangements with the ironmasters and the Railway Company for beneficially using the slag for the purposes of the river improvement. When Sir Stafford Northcote visited Middlesbrough in October, 1875, after inspecting the works at the Breakwater, he used these words:—"With one part he was particularly struck—that those who were constructing the great breakwater which formed the leading feature of the harbour had contrived to do that which he was quite sure Her Majesty's Government, and even his distinguished predecessor, Mr. Gladstone, would have failed to accomplish—namely, not only to get their material without paying for it, but to be paid for taking it away. That certainly was a lesson which he should lay to heart, and upon the next occasion of their coming to borrow money undoubtedly he should recognise their security as an exceedingly good one, and would say that their works are better left in their own hands than to be taken into the hands of the Government."

Turning to the educational, social, and religious move-

ments in Middlesbrough, Mr. Fallows is ever to be found at the front, fighting valiantly and with stubborn determination for what he believed to be the right. He has occupied a place on the Borough Bench, and filled with energy and tact the office of Mayor in 1859.

Mr. Fallows has received many testimonies of the esteem in which he is held. The first goes back more than forty years; at this early date he was presented with an elegant jug, which bore the following inscription:—"Presented to Mr. William Fallows as a token of respect for the interest he has taken in the welfare of the town. 6th August, 1839." The most recent—excepting the presentation of the Jubilee Portrait—is in the highest degree significant, and both on account of the event, and those who took the leading part in it, must possess a peculiar interest. This one impressive incident we must notice in detail, as it brings out the services and spirit of the venerable citizen. The Middlesbrough Corporation, with which he had been uninterruptedly connected since its formation, marked their sense of appreciation of his character by presenting him on the 16th of December, 1862, with a beautiful address expressive of their sentiments. But it was felt that something farther was needed, and a committee was formed to provide a fitting testimonial, which consisted of a superb silver service and two shares in the Stockton and Darlington Railway, valued at £40 each—the total representing £150. The presentation took place in the Town Hall in the presence of an influential gathering, and under the presidency of the Mayor for the time being (Mr. Brentnall). The presentations were appropriately made by Mr. H. W. F. Bolckow—with whom Mr. Fallows had ever been on the most intimate and cordial terms of relationship—a life-long friendship, which has been extended to the younger generation.

Mr. Bolckow said: I respond with much pleasure to the call of the Mayor to present this testimonial to you on behalf of the subscribers. I am exceedingly sorry it has fallen into my hands, and I should have been glad if someone else had been called upon to perform this duty; indeed, I should not have undertaken it had it not been for the very great respect I entertain for you. (Applause.) There is a gentleman in this room whose eloquence, had he stood in my place, would have rivalled that of the great statesman whom through your public spirit we had the great privilege of listening to in this room. (Hear, hear.) However, as the duty has devolved upon me, I am quite sure you will excuse any imperfections on my part; and, as my friend the Mayor once kindly observed of me, you all know what I want to say, although I may not express it. It is a very great relief to me that I need not go through the various services you have rendered to the town, because not very long ago the Mayor, in presenting to you an address and the thanks of the Corporation, took occasion to refer to those public services. But allow me to say, and everyone present will agree with me, that you have been ready and willing to offer your services whenever they were required, and whenever they could be of any assistance in promoting the welfare and prosperity of the town. (Hear, hear.) Before the town rejoiced in the possession of a mayor, aldermen, or burgesses you were connected with the Board of Commissioners, and I had the pleasure of acting as one of your brother Commissioners, and I know you served that office better than it could have been served by any other man we had amongst us. (Applause.) Since the town was incorporated you have been elected to the Council, and have received the confidence of your fellow-townsmen. You have been alderman, and you have had the honour of

being chosen the Mayor of this important borough—an office which I had the honour to hold, and I shall always consider it the greatest honour that could be conferred upon me. You are now placed upon the Commission of the Peace for the Borough, and you have therefore received every honour which your townsmen can bestow upon you, or which I think any individual could be envious of and anxious to receive. (Hear, hear.) I now congratulate you upon the numerous honours you have so deservedly received; and I have to add that we wish to express our sincerest wishes for your health and happiness, in which, I am sure, all present will heartily join, and that you may be still spared many years to enjoy these honours. With the view of combining the useful with the ornamental, the committee have added to the silver service these shares in the Stockton and Darlington Railway, a Company with which, I believe, you have been connected from its beginning; you have seen its rise and progress, and have always felt an anxious interest in the Company, and have, I am sure, contributed to its advancement whenever it was in your power to do so; therefore the committee think it appropriate to add these shares in that Company. I now present to you the testimonial, and hand you this list of names of the subscribers. There has been no canvassing for subscriptions for this testimonial, but all persons whose names are there have come forward unsolicited. I again beg to tender you our best wishes for your health and happiness. (Applause.)

Mr. Joseph Pease followed, and said: I feel that I ought to apologise for my presence here, and yet I am glad, in the unavoidable absence of the junior members of my family—of those, young and strong, who now so kindly and dutifully represent me and relieve me from care—I am glad and

proud in their absence to be here myself and join my willing tribute to those already paid in honour of my long-known and much-esteemed friend opposite, Mr. Fallows. I have the privilege of being able to say that I have known him for many years. We can go back together to the days when the cattle browsed where we are now met, and when the silence and solitude of this part of the Tees was only broken by the presence of some grey-headed seal or a few shrimping women. These were the days when a vessel was as long winding her weary way from the bar to Stockton as she had been in coming to the bar from the Nore; they were days when the commercial life of the district was in comparative infancy; and they were days when, in common with other good and true workers, my friend Mr. Fallows was one of the foster-fathers of that life. I know not what civic crowns Middlesbrough may possess, but I know that some have already been adjudged to worthy wearers; and I know, also, that not long since your town did honour to itself, its patriotism, and enterprise by joining in a graceful testimony to the power and worth, the talents and eloquence of one of our greatest statesmen; and I know, too, that this mark of your respect was highly esteemed and fully appreciated. But there are many crowns, and they are awarded for various merits. Going back to the days when I was more familiar with Virgil and Livy than I am now, I do not need to be reminded that the civic crown was given to those who saved a life. It was wisely so given then; but these days have other goals for which men strive. We give honour to the man who in the heat of battle risks his life for his country, or perhaps dashes with resolute bravery into the thickest of the fight to save another from destruction. But there are triumphs in other fields than those of war;—there are those who fight with the pestilence and the

famine; there are those who toil hard to place in the hands of others the weapons for this peaceful warfare; and it has been well said that "The thanks of a nation are due to that man who makes one blade of grass grow where a blade did not grow before." Well, then, I do say that, on this principle, the thanks of this community are richly due to my friend this day. (Hear, hear.) I have known him long, and am bound to say that I have ever found him in the van when there was anything required that would benefit his fellow men;—I have known this in storm and in sunshine, through evil report and good report, whether the cause was popular or otherwise. There comes a time in the history of every community when there are many to follow and few to lead, and the cry is "Lead us!" "Take the van!" "What is the body without the head!" "We will work; give us the key-note!" Such a leader has my friend been in the history of the trade of this populous district. He knew, and I know—who has not seen it often and often exemplified?—that although modest merit is passed by for a season, and is uncrowned and unnoticed by the multitude, there comes a time when true honour vindicates itself. The inhabitants of Middlesbrough have proved themselves fit recipients of the services which have been so long and so freely given by this graceful mark of their regard and esteem for Mr. Fallows; and let me again say that, as an honest, energetic, and thoroughly independent worker for progress, he deserves it—(hear, hear)—and let it not be forgotten—young men, tell it to your brothers and sisters; mothers, tell it to your husbands and children; fathers, hold it up in your own practice as a truth—that real worth, true merit, honesty, and God-fearing integrity will ever in this great and glorious country take its right place and assert its supremacy:—

"Who does the best his circumstance admits,
Does well, acts nobly—angels can no more."

Well, it was not my intention to occupy so much of your time, or to address you at such length, but I feel that I could not suffer the interesting ceremony of to-day to pass without thus testifying my cordial concurrence in it, and my hope that my friend may long be spared to point to these marks of your regard with an honest and a noble pride; and it is a thing to be proud of to have won the approval of those whose approval is of value. In conclusion, while cordially congratulating my friend on his position here to-day, let me re-echo the wishes of my friend Mr. Bolckow that long years of prosperity and quiet happiness may be granted him, crowned by the blessing of the Almighty, and the love and esteem of his fellow citizens.

Mr. Fallows thus replied: Mr. Mayor, Mr. Bolckow, ladies and gentlemen, my highly valued and most respected friends, it is not, I assure you, a mere formal or empty profession I make when I declare that I cannot express to you the sentiments of my heart on this most interesting occasion; "out of the abundance of the heart," we are assured by high authority, "the mouth speaketh;" but the abundance of the heart, maybe, is so great that the mouth cannot give utterance to its emotions, and so I feel myself. Indeed, I should be unworthy of the beautiful tribute of respect I am receiving if it were not so. Accept my offering of thanks, my friends—that offering which I cannot present in words, and which no words of mine can express. My much-valued and esteemed friends, Mr. Bolckow and Mr. Pease, have been pleased to allude in kind and flattering terms to my humble efforts to serve this town. It was my peculiar privilege to become connected with it at its rise, upwards of thirty years ago—when our houses began

to grow around *the one farmhouse*, which stood opposite to where we are standing. Our town grew most rapidly; but we had many trials and difficulties to obstruct our onward progress;—one gentleman, the late Mr. Christopher Tennant, of Stockton, the most resolute of all, whose hatred was such that he declared he would ruin the Quakers' Railway, as he called it, and our town; and he did his utmost to do it: he projected the railway to Hartlepool, and large docks, all of which were completed; but, although we did seriously feel the effects for some time, yet our rebound to prosperity was all the greater; and you heard that great statesman and most eloquent man, Mr. Gladstone, declare in this room that what he had seen here had astonished him beyond measure, and that he had no doubt but we should go on to an extent which no man could at present foresee. I need not assure you I shall ever most highly prize this costly token of your kind regard so long as life shall last, not for its own sake, nor its intrinsic value, but for the sake of the testimony it bears of your approbation and esteem; and I assure you it will ever remind me of the honourable privilege of being respected and esteemed by those who are themselves esteemed and respected by all around. In addition to the splendid service, you have further added the documents I now hold in my hand, in which it has been your good pleasure to unite with mine the name of the beloved partner of my life, who has been my guardian spirit and best adviser under all trials and difficulties; she has borne her share of the burthen and heat of the day in her own sphere—with few, indeed, at one time to help—yet she never lost heart, but has hoped to the end, and now indeed has her reward in being united with many kind and benevolent friends, whose deeds are many but silent, and known but

to the recipients. Accept our united thanks; in more words I cannot express myself. We shall never look on these memorials of your regard without feelings of gratitude to that great and good Being whose Providence has enabled us so long to receive that portion of talent which it has pleased Him to grant us for the benefit of those around us.—Mr. Fallows concluded by wishing every success and continued prosperity to the town of Middlesbrough.

Others—including Mr. Edgar Gilkes and Mr. Isaac Wilson—took part in the proceedings, and spoke from their lengthened and personal knowledge of the good work which Mr. Fallows had done.

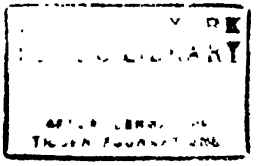
We shall not add more: almost every chapter of this book is a contribution towards the biography of William Fallows, who is still as deeply interested and nearly as actively occupied in the leading local institutions and movements as he was half a century ago.

C. F. H. BOLCKOW, J.P., D.L.

"SOME are born to greatness, some attain greatness, and some have greatness thrust upon them." This aphorism is suggested in a two-fold sense by the subject of our notice. Broad-acred and territorial greatness is for the most part hereditary; be the successor worthy or otherwise, the law of entail irrevocably fixes the destiny, and the eldest son becomes a large landowner, a social magnate, and, it may be, an irresponsible legislator in the Upper House, which can silence the voice and veto the vote of the people and their duly elected representatives. Of the present occupier of Marton Hall it may be truly said that he both earned and had thrust upon him the high position and vast possessions which he now enjoys. An upgrowth and attainment so remarkable forms an important factor in the social life of a district and a country. In a comparatively young community this is emphatically the case; inevitably, the civic, social, and philanthropic obligations must be discharged by the few; and therefore on the spirit and fitness of the few must the government and amelioration of the people largely depend.

Mr. Carl Ferdinand Henry Bolckow was born on the 15th February, 1835, in Mecklenburg—the North-Germanic

C. F. H. BOLCKOW. MARTON HALL.



Duchy which the founder of the Cleveland iron trade has rendered familiar—and is thus in the prime of life. The son of a country gentleman resident there, he was educated privately, and afterwards at a commercial academy in Rostock. Naturally, his attention was early directed to England, and particularly to Middlesbrough, where the firm destined to become famous and to bring fame to the new town had settled down to their life-work. About thirteen years after the establishment of Bolckow and Vaughan here, and before he had attained his twentieth year, Mr. Bolckow came hither. Entering the office of the firm in May, 1854, he took the responsible position of superintending the foreign business, and continued in it until the transference of the works to the Limited Company, of which he then became a director, and in the management of which he has since taken a leading part. On the death of his uncle, he was unanimously chosen chairman, not only because of his large stake in the concern, but also because of the general agreement as to his fitness for the onerous and responsible office. Mr. Bolckow continues to preside over this great company, with its blast-furnaces, steel works, mines, and thousands of workmen;—no merely ornamental president, but a deeply interested and capable administrator in the direction of an undertaking which needs—as it receives—the combined wisdom and experience of many "heads."

Whilst thus efficiently discharging his official duties, Mr. Bolckow was developing on his own account. In 1875 he erected the Coatham Furnaces, along with Mr. Downey, and he is still the chief proprietor of them; acquiring also at a recent date the Lackenby Furnaces—together no unimportant item in the productive power of the Cleveland district. He is also chairman of the Forcett Railway and the Forcett

Limestone Companies—a branch of enterprise which is destined to be largely extended.

In some of the local institutions Mr. Carl Bolckow has for many years taken an unobtrusive interest—notably the North Riding Infirmary, to the management of which he has given much time and attention. At an early date he was nominated to the County Bench, and in 1880 he was appointed a Deputy-Lieutenant of the North Riding of Yorkshire. He married in 1863 Margaret, daughter of Mr. Chambers, of Doncaster, and has a family of four—Henry William Ferdinand, born in 1865, Charles Frederick Henry, Harriet Mary Wilhelmina, and Margaret Caroline Sophia.

The year 1878 will inevitably be regarded as the turning point in the family whose annals we are recording. In that year Henry Bolckow died, full of years and honours; in all things far-seeing and practically wise in his provisions, during his life he had munificently endowed the town of his adoption and, to no small extent, creation; and having handsomely dowered his widow—she who had been his companion, helpmeet, and friend for so many years—and provided for relatives in his native land, he bequeathed the estates of Marton and Newby to his faithful and trusted nephew, and entailed them upon his family. This had long been foreshadowed and foreseen. For a number of years Mr. Carl Bolckow had practically managed his uncle's affairs; administrator of the vast estates, almoner, and adviser, he had proved himself worthy of and fitted for the high position to which he had been assigned. And although it has to be said that he has not yet had time or opportunity to prove to the world how he estimates the principle which guided his predecessor—who steadfastly recognised that property has its duties as well as its rights—Mr. Bolckow has not been inactive since he came into possession of the property accumulated with splendid

industry by one who, as the Archbishop of York said at the opening of the Albert Park, never forgot the claims of the toilers who had contributed towards the magnificent results attained. Mr. Carl Bolckow has added the extensive Hambleton Estate, near Thirsk, Gunnergate, and other properties; and he is completing the mansion of Marton Hall—though modern, one of the "stately homes of England," with its rare, wisely chosen, and tastefully arranged art treasures, some of which have recently been reproduced in the magazines, and exhibited in London and elsewhere for the benefit of the multitude. And here we may add that only those who know Mr. Bolckow well can appreciate his intimate acquaintance with architecture and the Fine Arts, which a keen natural perception and appreciation of the beautiful, stimulated by daily contact with the treasures of Marton Hall, has brought to a state of cultivation remarkable in one who has not received a special art training. Nor has he been slow to aid in some of the recent departures. He was one of the founders and is now a director of the Employers' Liability Insurance Association, formed for the purpose of providing equitably against the risks involved in the recently-passed and much-needed Act of Parliament intended for the protection of the employed. He is a Liberal in politics, and a pronounced Free Trader —having, when a Government official lately visited Middlesbrough, publicly protested against the theory that because France sought to impose on England an inequitable Treaty, the only remedy is to go back to Protection, which "seeks the benefit of the few at the expense of the many." Necessarily, he came to the front in the Jubilee Celebrations as the lawful heir and representative of the founder, citizen, and benefactor whom we honour; and he will find that the people of Middlesbrough will ever welcome a worthy bearer of the name of Bolckow.

L

J. W. PEASE, M.P.

THE marvellous spirit of enterprise shown and the immense influence wielded by the Pease family are matters so closely interwoven with history in the North of England that it would be a work of supererogation here to reproduce biographical details which have become part and parcel of our common knowledge. Mr. Edward Pease, as the founder of the Pease dynasty, was succeeded by his son John, who died without heirs male, and who retired early from active business life to devote himself to the ministry, but, so far as business succession went, he was practically succeeded by his son Joseph, who had several sons. In his turn Mr. Joseph Pease resigned the leadership to his eldest son, the subject of the present sketch, who is the legitimate head of the family, being the first born in the direct line of succession. Edward Pease, one of the most far-seeing men of his generation, was, besides, endowed with remarkable powers of energy; his son Joseph not only shared these qualities, but even before he attained his majority evinced a force of character and a sagacity which were extraordinary in so young a man. At the time when the foundation of the world's railway system was being laid in the County Palatine, Joseph Pease, who acted as his father's right hand man, was placed in the foremost

rank of those who had the railway scheme in hand, and in the extension of the railway to Middlesbrough the work devolved almost entirely on his shoulders.

We have spoken in another place of the success which attended the construction of the original and extension line, and the wonderful results which followed in South Durham and Cleveland. Mining speculations were started in the western coal-field by Joseph Pease and his partners; they constructed a new port to ship their coals; the new port became the capital of Cleveland. The railway system created a demand for coke; the Peases built coke-ovens by the hundred; and thus another great and flourishing industry arose. Edward Pease and Thomas Richardson aided George Stephenson with funds to found the celebrated engine works on Forth Banks, Newcastle, where Robert Stephenson was established in business. When Cleveland ironstone was first introduced to the market, the Peases, without loss of time, commenced mining operations—indeed, they were only preceded by two firms; and when lime was demanded as a flux for the blast-furnaces, they opened up the limestone quarries of the west. Redcar was a sandbank; Saltburn a smugglers' retreat; yet, when circumstances justified, the sandbank and retreat were transformed by members of the Pease family into pretty watering-places; and a direct road to the Lake district was opened out.

As has been said, the Peases sowed the seed of villages, of towns, and of cities, north and south, and east and west. They were in the forefront of every industrial enterprise, and their connection with the railway made them peculiarly alive to every want of the district through which it ran. They made the railway to serve the district, and they developed the district to serve the railway; not in one, but

in every department, the Peases have taken the lead in effecting this magnificent revolution in the North. The railway was made by Edward Pease; the district was developed by Joseph Pease; and, taking progress as his watchword, Mr. Joseph Whitwell Pease, the eldest son of Joseph—a ruler among commercial kings, and one of the representatives in Parliament of the Southern Division of the County of Durham—has enhanced the reputation of his house, and added fresh lustre to the honoured name which he bears. With greater privileges, and more of the learned leisure essential to advancement in political life, he has made use of the many advantages which he inherited, and earned a reputation which is distinctly and honestly his own.

In the same year as the Middlesbrough Railway Extension Act called Middlesbrough into existence—1828—Joseph Whitwell Pease was born. He was privately educated, and whilst in his teens entered his father's office, where he acquired a wide commercial knowledge. Five years after attaining his majority he won the hand and heart of Mary Fox, one of the Foxes of Falmouth. Their marriage resulted in the birth of a numerous family; and the eldest son, Mr. Alfred Edward Pease, J.P., of Pinchinthorpe Hall—who attained his twenty-first birthday in 1878, and is united to Miss Fowler, of Gastard, Wilts—has already proved that he possesses gifts which augur well for a creditable future. He is the father of a juvenile Edward Pease, the fourth lineal descendant of the Father of Railways.

Ere Mr. Joseph Whitwell Pease was twenty-five years old he had taken the lead in organizing and furthering various railway schemes promoted in the district; and at thirty he gave evidence in Committee on behalf of the Stockton and Darlington North Riding Lines Bill. In 1865, when Mr. Henry Pease retired from the representation of

South Durham, Mr. Joseph Whitwell Pease was selected as the Liberal candidate, and was triumphantly returned at the head of the poll. Since that time new comers have contested the seat; but three times has the subject of our sketch been re-elected, and on each occasion by greatly increased majorities. In 1865 his majority was about 300; in 1868, 600; in 1874, 900; and in 1880, 1,800. At fifty-three he is the senior member for the Division and for the County, and has a greater Parliamentary experience than any one of the thirteen Durham representatives. He is a supporter of the Peace Society, of which he has held the vice-presidency; is intimately allied with the Anti-Slavery Society; and his great devotion to the principles of the Society for the Suppression of the Opium Traffic has alone established for him a reputation which time will further consolidate. When in London he resides at Kensington Palace Gardens; when at home he lives at Hutton Hall, under the sweetly-secluded shadow of the Cleveland Hills; and for some years the Highland shooting box of Corndavon Lodge, a portion of the Invercauld estate, within a few miles of Her Majesty's seat at Balmoral, has been rented by him. He holds a partnership in the engineering firm of R. Stephenson and Co., formed by his grandfather (Mr Edward Pease), Mr Thomas Richardson, and George Stephenson; is largely interested in ironworks; is a banker, millowner, one of the chief proprietors of the Middlesbrough Estate—the origin and working of which are described elsewhere;—and he is on the directorate of the North-Eastern Railway Company. That which has gained him pre-eminence in North-country industry is the fact that he is the worthy head of the great industrial firms of the Peases, in whose name four distinct undertakings are conducted on principles which

have been tested by years of stern depression. The businesses are :—Joseph Pease and Partners, coal; J. W. Pease and Co., ironstone and limestone; J. and J. W. Pease, bankers; Henry Pease and Co., manufacturers. Joseph Pease and Partners and J. W. Pease and Co. own ten collieries, five or six ironstone mines, and the Broadwood limestone quarries. They are the greatest mine-owners in the North of England; from the Broadwood quarries they raise over 300,000 tons of limestone every year. Joseph Pease and Partners alone own nearly 2,000 coke-ovens, and employment is afforded at their collieries and coke-ovens for between 3,000 and 4,000 men and boys. Their annual output exceeds a million and a quarter tons of coal and half a million tons of coke. The produce of the fire-brick works connected with the collieries popularised the name of Pease all over the world. The 2,000 workmen at the five ironstone mines bring to bank almost two million tons of iron ore annually. The vastness of their operations will be best conceived when we say that they employ 6,500 men and boys, who raise ten thousand tons of coal, iron ore, fire clay, and limestone every day, and pay over half a million a year in wages.

Before we close this sketch we must revert to the year 1849, the year in which the discovery of Cleveland ironstone marked a new era. Joseph Whitwell Pease had attained his majority; a large assembly had met at Adelaide Colliery to attest their happiness. The father, on that proud and memorable occasion, thus spoke :—"I ask you to unite with me," said he, "in humble desires—in prayers—that he, my son, may fulfil his duties, by the help of God, as a true Christian and true patriot; that his ear may never be deaf to the complaint of the poor or the tale of woe; that he may be willing, to the best of his powers,

to discharge his duties in the sight of God and of his fellow-creatures; and that he will bring 'all things' and lay them upon the altar of Him that gave them; remembering that he, and you, and I must look for the only lasting inheritance beyond the grave." These are solemn and impressive words; they went straight to the heart of the son; and every day of his life he gives new proofs of the influence of a father's love. He and his brothers, in concert with others or independently, have established numerous schools at their collieries and iron mines; they have fostered technical education in the Cleveland and other districts; to their enlightened generosity Middlesbrough owes its spacious High School; they presented a cemetery to the town of Darlington at a cost of about £25,000; and have borne the greatest share of expense connected with the Training College for Female Teachers and the Grammar School in that town. Throughout the district they have established "public-houses without the drink;" and they have ever been foremost in supporting the growth of literary institutes, reading-rooms, mechanics' institutes, and temperance halls. Although Mr. Joseph Whitwell Pease is a member of the Society of Friends, he has been a ready subscriber to the Church of England and to other religious bodies, as, indeed, he has always been to every agency for good. Only recently, in concert with his partners, he presented an Institute to Skinningrove; and, through good times and evil times, one hand is ever ready to help in any good work. Never has son more fully achieved the hopes of a father. The touching precepts breathed at Adelaide Colliery in 1849 were dutifully accepted, and have been zealously applied. Joseph Whitwell Pease *is* truly Christian and a patriot. The moral and spiritual welfare of his fellow-men has commanded his

earnest thoughts and active interest. His large heart has even directed his eyes across the seas; and, noting the tyrannic misery of opium eaters, he is exerting the full measure of his strength in an attempt to unyoke the victims from their slavery. Never has his ear been deaf to the complaint of the poor or the tale of woe; he has given liberally and wisely of his riches, and he has joyfully watched the harvest of happiness gathered by others; no one has more truly won "the everlasting inheritance beyond the grave."

Whilst taking no merely nominal part in the direction and administration of the vast estates with which his name is so closely identified; whilst taking a direct personal and helpful part in every movement of a social, religious, or educational character, Mr. Pease has made his mark in the House of Commons, and given his best efforts to the devising of measures the one aim of which is the social and moral good of mankind. The wise regulation of the liquor traffic, the abolition of capital punishment, the uprooting of the opium traffic, are questions which he has made, in a peculiar sense, his own. He not unfrequently speaks in the House, always to contribute from his observation or experience to the subject under discussion; he is listened to with respectful attention; and, without resorting either to factiousness or insubordination, it may be said that he has created in Parliament a party of his own—a "following" consisting of deeply convinced and resolute men.

At the Jubilee of Middlesbrough he rightly took a leading place; presenting to the town, on behalf of the subscribers, the Portraits of his honoured father and life-long co-worker, William Fallows; and in planning and carrying out the arrangements, he gave in this as in every other good and worthy movement his counsel and aid in a thoroughly genuine, generous, and helpful spirit.

ISAAC WILSON, M.P.

NO name has been more closely associated with the origin and history of Middlesbrough, or with the ups and downs through which it has passed, than that of Mr. Isaac Wilson. When he was induced to settle here in 1841, it was not an inviting field for a young and pushing man. Born at Kendal in February, 1822, he is the scion of an old and highly respectable Westmoreland family. Circumstances brought Mr. Wilson into intimate contact with the Messrs Pease, of Darlington—to whom he was related—about the year 1841. The late Mr. Joseph Pease, with that eagerness to help forward deserving young men that always characterised him, took an interest in his young relative, and proposed to him to settle down at Middlesbrough. He came on these representations, and, through Mr. Pease, he became intimate with Mr. Richard Otley, who will be remembered as the first secretary of the Stockton and Darlington Railway—an office which he held for many years. It so happened that Mr. Otley had then engaged on the business of an earthenware manufacturer along with the late Mr. Davison—the only industrial establishment in

the town except the works of Bolckow and Vaughan and another small engineering concern.

Mr. Wilson had not long been connected with the Pottery when he and his partners erected ironworks of limited extent on a piece of ground immediately adjoining their earthenware works. The development of this venture was never followed out; and in 1844 Mr. Wilson, who had meanwhile formed an intimacy with Mr. Edgar Gilkes—one of the ablest and worthiest of the Cleveland pioneers, who has in every possible position always given freely of his time and best effort for the welfare of the people—joined with him in the partnership which resulted in the establishment of the Tees Engine Works. Of the misfortunes which overtook the subsequently formed Company it is unnecessary to speak; it was caught in the net of depression which swept over and encircled England; and out of it rose the Tees Engine and Iron Works, of which Mr. Wilson is a director, and he is also a partner in the firm of Wilsons, Pease, and Co.

Mr. Wilson has always directed much attention to public business, and was one of the first Commissioners that had the honour of being elected Mayor of the borough, and he long occupied a seat at the Board as a Councillor or Alderman. But it is to the interests of the Tees navigation that Mr. Wilson has contributed his most zealous and valuable services. What Sir Joseph Cowen had been to the Tyne, Mr. Wilson has been to the Tees. He was one of the original members of the Tees Conservancy Commission when it was constituted by the Act of 1852, and has for many years held the office of chairman. Through evil and through good report he has struggled to promote the ends for which the Commission was formed. Still continuing to preside over the Conservancy of the river, Mr. Wilson has lived to

reap some satisfaction for his pains, for the Tees is now realising the end of the highest hopes and efforts. Mr. Wilson long served on the Board of Directors of the Stockton and Darlington Railway. His administrative capacity was so conspicuously exhibited while he occupied this position that when the sectional management was merged in that of the Central Board he was unanimously appointed a director of the North-Eastern Railway. His long experience and close attention to financial and engineering details made him quite an authority on the difficult and comprehensive art of railway management, and probably there were none of his co-directors whose opinions carried greater weight.

Mr. Wilson has always taken an active part in political affairs—consistently on the Liberal side. His popularity in his adopted town was so well established that when Middlesbrough became a Parliamentary borough in 1868, he was at once mentioned as one who had great claims to be elected the first member. A large and influential deputation, composed from nearly every class in the constituency, waited upon him with this object in view, and presented a requisition signed by considerably over 2,000 electors. But he hesitated, probably as much as Donna Inez did in an even more delicate situation; and when it was announced that Mr. Bolckow had agreed to go to the poll, Mr. Wilson at once chivalrously yielded up the preference to what he no doubt regarded as Mr. Bolckow's superior claims. The old Greek stoic said, "If I were not Diogenes, I would be Alexander." If the electors of Middlesbrough had not had the choice of Mr. Bolckow, they would undoubtedly have then accepted Mr. Wilson as their representative. At the General Election of 1874 he acted as Chairman of Mr. Bolckow's committee, and won golden opinions for the

firmness, dignity, and moderation with which he conducted a contest in which strong feeling was roused and great principles were at stake. In the year 1847 Mr. Wilson married Anna Dorothy, daughter of Robert Benson, Esq., of Parkside, Kendal, by whom he has had one son (now a member of the private firm named above) and five daughters.

On Mr. Bolckow's death in 1878 Mr. Wilson was selected, with singular unanimity, as the Liberal candidate. He was vigorously opposed in the Conservative interest by Lieut.-Colonel Sadler, but was triumphantly elected, scoring 5,307 votes, whilst his political opponent only scored 2,415. At the dissolution in 1880 he was again chosen, and again elected by 4,515 votes, against 1,626 recorded for Dr. Sadler, and 1,171 for Edward Dillon Lewis, of London, who claimed to represent labour and Radicalism. Mr. Wilson has been chairman of the School Board since its formation; in every good and useful work his counsel and help have always been readily given; and he is still occupied in the activities of public life.

JOSEPH DODDS, M.P.

O history of the upgrowth of Cleveland and its capital would be complete without a distinct recognition of one who has been closely associated with the men and the movements noticed in this book. As the district over which the name of Cleveland is written embraces every corner here where iron is produced, we have briefly described Stockton and its industries, in which Mr. Joseph Dodds has played so prominent a part. Born on the 10th October, 1819, Mr. Dodds is the son of a farmer, at Whorley Hill, near Winston, a village on the banks of the Tees, and was educated at Gainford Academy, then under the charge of the late Rev. William Bowman, M.A. In 1846 he entered upon the service of his articles with Mr. Bayley, solicitor, Stockton, whose death enabled Mr. Dodds at an early stage—having qualified for the position of an attorney and solicitor—to commence practice on his own account and acquire the connection that belonged to his late master. He did not, however, rest satisfied with this position;—clear-minded, aggressive, and capable, he very soon asserted his influence in the community, and rose to a foremost place. There is scarcely an office of trust and honour which he has not occupied by the free-will and choice of the people. Joining the Town Council in

1852, he became Mayor five years afterwards, and with only one short interval has since retained a seat at the Council Board, being still an Alderman of the borough. Elsewhere we have noted the marvellous development of the Tees as a river highway, and it is only right to say that much of that development is attributed to the insight, aptitude, and energy of "Jos. Dodds." He was elected Chief Clerk in 1858, and continues to hold that responsible post. In the obtainment of the necessary Parliamentary powers; in securing the loans to meet the enormous expenditure on improvements which have cost not less than £350,000; in securing the attendance, on special occasions, of men of mark; and generally in administering affairs of this great trust, Mr. Dodds has ever been one of the inspiring spirits. And he has been as powerful in resisting encroachments as in obtaining concessions. Mainly to him is to be attributed the defeat of the bold proposal by the founder of West Hartlepool to carry a line of railway across the river below Cargo Fleet, and also the renewed and quite recent attempt of the North-Eastern Railway Company to obtain powers to construct a swing bridge across the river between Stockton and Middlesbrough. It was his fertile mind that devised the magnificent scheme for docks at Lackenby, which, in some form or another, is destined sooner or later to be carried into effect.

With characteristic foresight, Mr. Dodds became possessed to a large extent of the land adjoining Stockton suitable for building purposes; and there are few of the iron and mining companies created within ten to fifteen years with which he has not been, in some form, directly connected. He is a leading partner in one of the large ironworks which have contributed towards the prosperity of the town and helped to earn the reputation which Cleveland has attained

for the manufacture of high-class iron. The Acklam Iron-works, and mining properties, which belong to Messrs Stevenson, Jaques, and Co., constitute one of the largest and most valuable undertakings of the kind in the North of England. In the Roseberry and other Cleveland mines Mr. Dodds is deeply interested. He is a member of the Middlesbrough Chamber of Commerce, of the North of England Ironmasters' Association, and the Middlesbrough Exchange Company; and he was one of the original promoters of the Iron and Steel Institute, which was inaugurated in the Cleveland capital under the presidency of the Duke of Devonshire. The new turnpike road which connects the two Tees-side towns owes its paternity to Mr. Dodds, who, in conjunction with his friend the late Mr. John Shields Peacock—who so long discharged, with singular aptitude, the duties of Town Clerk of Middlesbrough—obtained the requisite Act of Parliament, raised the funds, and finally opened the road during his Mayoralty in 1858. So skilfully were the preliminary arrangements made that the road has redeemed itself, and been for some time free to the public.

Whilst thus serving Middlesbrough—as, indeed, he has served the varied interests of Durham and North Yorkshire—Mr. Dodds had taken a foremost position in Stockton; and when the borough was enfranchised in 1868 he was elected its first member of Parliament by a majority of 1,609 over Lord Ernest Vane Tempest, whose supporters numbered 867; and the whole of the expenses of his election, amounting to £1,500, were subscribed by the constituency with a promptitude and heartiness rarely paralleled in electioneering annals save in the first election of Thomas Hughes, Q.C., and in the return of John Stuart Mill for Westminster. In 1874 Mr. Dodds was again

chosen, this time by a majority of 3,223 over 1,425 votes recorded for the Hon. F. R. Barrington, when again all the expenses of the contest were defrayed by public subscription. At the General Election in 1880 Mr. Dodds was once more confronted with opposition, and once more triumphantly elected, 4,991 votes having been recorded for him, as against 1,452 for Mr. Digby Seymour, Q.C. Certainly, these decisive results assert his right to represent the borough of Stockton, and the distinction which he thoroughly merits, and of which he has shown himself worthy. A pronounced Liberal, and warm supporter of the Right Hon. W. E. Gladstone, he has always endeavoured to act fairly towards those from whom he differs, and, so far as is consistent with, his political views, to assist them in carrying out the objects in which they are interested. In the House of Commons Mr. Joseph Dodds has taken no mean place. He speaks seldom, and never merely for the sake of being heard. On several occasions—as when dealing with the Salmon Fisheries and Probate Duties questions, which he has made specialities—he has been respectfully listened to for two hours at a time, and his efforts in these matters have not been without results. He has materially influenced the recent legislation in respect to our rivers; and when Mr. Gladstone introduced his Budget for 1881 he alluded with altogether exceptional point and approval to the hon. member for Stockton, clearly indicating that he had embodied the propositions of Mr. Dodds in respect to the re-arrangement of the Probate and Legacy Duties—a subject of general and practical importance—to the utmost extent that he could induce his colleagues to go, and thanking him cordially for the valuable services he had rendered. The London correspondent

of a leading provincial Tory journal, referring recently to the probability of a personal distinction being conferred on the member for Stockton, writes :—"I can only say I hope the rumour is true, for Mr. Dodds is one of the ablest men amongst the Liberal ranks; and, as he has virtually pocketed the representation of Stockton for himself, his heirs, and assigns, he deserves some reward. He is a self-made man in every sense of the word, and numbers amongst his clients all the best families of his county; and I shall only be too delighted if I have an opportunity of congratulating him on acquiring a distinction to which he is certainly more entitled than most of the persons who sit on his side of the House." Many personal honours have been conferred on Mr. Dodds, but none more fitting and agreeable than the presentation, by public subscription, to the town of his portrait, which was entrusted to Mr. Jerry Barritt, the painter of the "Queen's Drawing Room" and other celebrated pictures.

In 1847 Mr. Dodds married Ann, daughter of Mr Wm. Smith, of Stockton. She died some years ago, and a family of five—two sons and three daughters—survive : the second son, the Rev. Joseph Richardson Dodds, M.A., having died young in years and rich in goodness and the service of his Master. The eldest son, Matthew Bowser Dodds, M.A., a Town Councillor and a J.P., is an active member of the firm of Dodds and Co.; and the youngest, Frederick Lindley, also an M.A., having obtained high honours at Cambridge, has qualified as a solicitor, and will doubtless take his place in the firm, which has long been one of the foremost in the provinces.

MAYOR OF MIDDLESBROUGH

(CHARLES WILLMAN, C.E.).

HERE are few valuers or auctioneers or practical engineers in any part of the world who have graduated to the positions which they hold in such a complete and, in many respects, striking manner as that which marks the history of Charles Willman, the Mayor of Middlesbrough in the Jubilee year. Mr. Willman is the son of the late Thomas L. Willman, a musical celebrity, and was born in London on the 24th April, 1832; consequently, he is verging on his fiftieth year. He received his early education at Clapham Rise; was afterwards transferred to the Birmingham Grammar School; and subsequently entered a military and naval college in France. On completing his studies across the Channel, he was articled to a civil and mining engineer in Staffordshire. To gain a thorough knowledge of the world and a wide experience of life he entered the Navy, and served through the Crimean war. On quitting the Navy he accepted an engagement with Mr. C. May, C.E., and his son, Robert C. May, C.E., gentlemen who are not unknown in this district. He remained with these gentlemen for

some time, and then joined the staff of Sir John Hawkshaw, who was then engineering the Riga and Dunaberg Railway, on which works Mr. Willman remained until their completion. Re-entering the service of Mr. R. C. May, he came to Middlesbrough seventeen years ago, and, under the latter gentleman's instructions, helped to value the works of Messrs Bolckow and Vaughan at Middlesbrough, Witton Park, and Eston prior to their being turned into a limited liability company. Under the same employer he also helped to value the works of Messrs Gilkes, Wilsons, Pease, and Co., and the works of Messrs Hopkins, Gilkes, and Co. He accepted the position of erecting engineer to the last-named firm, and fulfilled the duties for five years, during which period he carried out several important works, including the High Level Bridge over the Glen at Saltburn. At the conclusion of his engagement with Messrs Hopkins, Gilkes, and Co. he commenced business as an auctioneer and valuer in Middlesbrough, and has veritably "struck oil." Until recently he held a captaincy in the First North York Artillery Volunteers; but, owing to pressure of engagements, he was obliged to secede from the corps. He is an associate member of the Institute of Civil Engineers, member of the Mechanical Engineers, member of the Cleveland Engineers, and a member of the Iron and Steel Institute. For eight years he has, in the post of Town Councillor, given his invaluable services to the town; and in November, 1880, he was elected to the Mayoralty. A clever and shrewd man of business, he battles hard and successfully on behalf of those who entrust their interests to his care. Unpretentious in his style, he has a keen eye for the humorous; and his social qualities have endeared him to all who have the pleasure of his acquaintance. He has discharged the duties of the Mayoralty with a fairness,

urbanity, and a quiet dignity which has earned the approbation of all classes. His father, as we have said, was, in his time, a very popular musician; and it may be interesting to quote the following from a genial obituary notice which, on the occasion of his death, appeared in the columns of a paper published in that great musical centre—Manchester:—"In early life he was an exceedingly fine man both in face and figure; on this occasion, however, he looked thin and pale, with a sad warning, in his languid expression, of coming fate, whilst many who shook hands with him as he left the room seemed to feel that it might be the last. He had much of the humour of his countrymen in his composition; once, on arriving late at a rehearsal of Beethoven's 'Pastorale,' in the Philharmonic orchestra, on being questioned as to the cause of his delay, he quietly answered he had been in the country taking lessons from a cuckoo, alluding to a passage wherein those notes are imitated. He was a refined musician, '*a noble-minded gentleman*,' a generous man, a true lover of his art; whilst few who have known him in his hours of social intercourse, when the heart was warm and the full tide of pleasant humour came swelling from its source, but will turn from his memory with a sigh to think—'Poor Tom's a cold.'"

D. W. STEVENSON, A.R.S.A.

THE central figure in the Jubilee celebration is that of Henry Bolckow, and he has been well and truly represented in the statue which has been erected. Elsewhere we give a history of the origin of the movement which culminated in a manner so satisfactory and creditable to all concerned. The sculptor was chosen with complete unanimity after all necessary enquiries had been carried out. A few particulars as to his artistic career will not be without interest.

In 1857 he was admitted, while yet a boy, into the studio of Mr. Brodie, R.S.A., where he remained seven years, receiving, both during that time and afterwards, marked encouragement from his master. Throughout this period, and for several years after, he pursued with unflagging zeal his studies in the Edinburgh Schools of Art. In 1868, on the recommendation of Mr.—now Sir John—Steell, R.S.A., Her Majesty's Sculptor for Scotland, he was employed to execute a group of three figures representing "LABOUR" for one of the angles for the Prince Consort Memorial, Edinburgh. This group had been primarily placed in the hands of a promising young sculptor who died before being able to do more than make a sketch. In carrying out this important

commission, Mr. Stevenson's instructions were to begin the work *de novo*, acting entirely on Mr. Steell's original design for the whole monument, as had been done by the other artists engaged on the work. The group is composed of a working man with his wife and child. The woman is a striking embodiment of her class, her face full of womanly sympathy; whilst the husband and father is a strong, honest, manly British workman. Visitors to Charlotte-square, Edinburgh, never miss viewing the group in the noble monument to the good Prince, which stands there. The completion of this part occupied the young artist nearly a year, and it gave to Mr. Steell and the committee entire satisfaction. Mr. Stevenson was immediately after commissioned to carry out a second group for another angle of the memorial. This group, representative of "LEARNING," Mr. Steell had intended executing, but was prevented by having to devote himself to the equestrian statue of the Prince and the bas-reliefs surrounding the pedestal. At the unveiling of this monument by Her Majesty on the 16th of August, 1876, Mr. Stevenson had the honour of being presented to the Queen along with Mr. Steell—(who received the honour of knighthood on the occasion)—and, along with the other artists who had been employed on the work, was complimented for his contribution towards this National Monument.

In the previous year Mr. Stevenson had been successful in a competition which had been widely entered into for a statue proposed to be erected to the well-known English manufacturer and philanthropist, John Platt, M.P. for Oldham, whose career of public usefulness and beneficence singularly resembles in many particulars that of Mr. Bolckow. The design represented Mr. Platt surrounded by statues of "Engineering," "Manufacture," "Science,"

and "Art," the principal statue presenting, as viewed all round, even from the back, something suggestive of the character of Mr. Platt. This monument occupied nearly three years in execution, and cost £3,250.

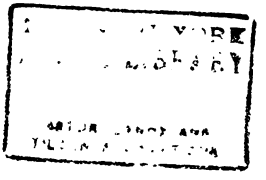
Mr. Stevenson has executed other works of a public character, and also a number of ideal statues, in marble—the first a "Nymph at the Stream," the noticeable features being grace of line, harmony, and balance of parts. This work, which was favourably noticed when exhibited at the Royal Academy, was purchased by Alex. Tod, Esq., of St. Mary's Mount, Peebles, a patron of sculpture, who in 1875, having seen in Mr. Stevenson's studio a design for a statue of "Eve," commissioned its production in marble. In the beginning of the following year the artist proceeded to Rome in order to make the model for this work, which was afterwards worked in marble at Edinburgh. Amongst his other imaginative productions are "The Glee Maiden," and a graceful embodiment of the classic ideal, "The Echo."

The statue at Middlesbrough may be very briefly described. Mr. Bolckow having been largely instrumental in obtaining for Middlesbrough its charter of incorporation, the sculptor has fitly elected to associate his subject with this very important event alike in the life of the subject and the life of Middlesbrough. Mr. Bolckow is, therefore, represented as holding in both hands and offering to his fellow-townsmen this insignia of their increased liberties and privileges. The whole action of the figure is in keeping with this main idea, indicating a simple, straightforward, and manly character thoroughly in harmony with the original. There is a quiet and composed dignity throughout which speaks plainly of the man of capacity and breadth of views, while the expression of the mouth and

eyes as plainly speak of the genial spirit and warm heart which our benefactor possessed. The costume is that of every-day life, but the treatment is by no means common-place; one feels the figure all through, and the working out of the details displays a fine sense of propriety and true artistic ingenuity.

The principal lines of the figure, as viewed from different points, are drawn with a firm and powerful hand, and the artist has wisely avoided the extremes of broadness—too often another name for emptiness—on the one hand, and the indiscriminate introduction of photographic detail on the other.

The statue, including the plinth, is nearly 10 feet in height, and has been cast direct from the clay model into bronze at the famous foundry of Sir John Steell, Edinburgh. The pedestal on which it stands is nearly 12 feet in height, and is of red granite, executed by the celebrated firm of Alexander Macdonald, Field, and Co., of the Aberdeen Granite Works, and Euston-road, London, whose principal head is favourably known to many for his appreciation of Art and his fine collection of pictures, as well as for his granite designing and polishing. Altogether—statue and pedestal—we have here a noble result: true art which will live for ever, a memorial of skill as well as of heroic industry and a worthy life.



WILLIAM FALLOWS.

AFTER THE PAINTING BY C. N. KENNEDY.

C. N. KENNEDY.

THE proposal to paint a portrait of William Fallows—who visited, if he did not reside in Middlesbrough before it existed—emanated from a private meeting of a few gentlemen, and was thought of as a personal and fitting compliment at the Jubilee of Middlesbrough. When the proposed celebrations assumed a wider aspect, it was resolved to make the portrait part of the public proceedings, and circulars were sent out by the Mayor asking for subscriptions. The response was prompt and general, and considerably more money was received than was actually required. After some preliminary discussion, it was resolved, at a meeting of the Portrait Committee, to commission Mr. C. N. Kennedy to paint the portrait. Mr. Fallows, whilst in London, gave the artist sittings at his studio, 3, John-street, Bedford-row; but the work was chiefly done in Middlesbrough, where the artist temporarily resided for several weeks, receiving visits from his venerable subject.

Mr. Kennedy was born in London, February 27th, 1852, and is the son of the late Lieutenant-Colonel J. P. Kennedy—a military man who had seen much and varied service, and who, amongst other responsible appointments, accompanied Sir Charles Napier when he was in India. Mr.

Kennedy was educated at Cheltenham College; his art instruction was obtained at the Slade School and under Mr. Poynter; he also studied in Paris under M. Bonnet. Turning his attention mainly to portrait painting, he has been from the outset of his career exceedingly successful. Almost without a break, he has had several pictures and portraits each year in the Royal Academy since 1872, and has always been well provided with commissions. He has also produced many pictures, principally figure pieces, which are remarkable for their grouping and brilliancy and blending of colour. When Mr. W. Oüless, R.A., was informed that the Jubilee Committee had thought of giving the commission to Mr. Kennedy, he remarked that they would obtain at once a portrait and a picture; and they were not disappointed.

Mr. Fallows is no ordinary man either in his figure or his work; strongly individualised, his features are finely cut, patrician in effect, with a gleam of sarcasm and severity running through them;—altogether a face which, having once been seen, is not easily forgotten, and could be picked out of a crowd. The portrait is in every respect an admirable one, representing the venerable citizen as he has been known to the majority of his co-workers, and as he would wish to be handed down to posterity. Both as a portrait and a picture this work takes a foremost place in our municipal gallery.

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MEDAL STRUCK TO COMMEMORATE THE UNVEILING OF THE STATUE OF H. W. F. BOLCKOW, OCT. 6, 1881.

THE CELEBRATIONS.

THE celebration of the Jubilee of Middlesbrough took place on the 6th of October, 1881, a year late. In 1880 the subject was mooted, and a disposition was manifested by a few gentlemen to pass over the event with some simple gathering in one of the halls or other convenient place, especially as they considered that the depression had so damped the spirits and reduced the resources of the inhabitants that no one would enter heartily into any general celebrations; besides, it was argued as not fitting to indulge in rejoicing and banqueting when the district was scarcely out of the troubles which the collapse of the iron rail trade—the death of a staple industry—had been chiefly instrumental in producing. This proposal was strongly condemned by the Press; and it died of sheer inanition. The celebration of the Jubilee was not abandoned. Early in November the newly-elected Mayor (Charles Willman, Esq., C.E.) and two or three friends frequently discussed the matter, and quietly determined to feel their way. It was generally admitted that an event so important as the fiftieth anniversary should not be passed without some worthy recognition; and that, as Middlesbrough—through the

discovery of the process by which the native ore could be made into steel—was entering upon a new era, it was desirable to do something towards counteracting the evil reports which had gone abroad, and at the same time to show that Cleveland still possesses a spirit of enterprise, vast mineral resources, and capable men to lead in a new manufacturing development.

In the meantime a small committee, with the venerable William Fallows as its inspiring head, had been collecting subscriptions and making arrangements for the erection of the Statue to the late Henry William Ferdinand Bolckow. The effort had been largely successful, notwithstanding many drawbacks, and a not unnatural desire on the part of some leading manufacturers and working men that the two founders of the Iron Trade—John Vaughan as well as Henry Bolckow—should be memorialised, together and at the same time. Mr. Fallows and his able colleagues went persistently forward with the specific work to which they had devoted themselves. The first meeting was held on Tuesday, the 10th of July, 1878, in the Board-room of the Royal Exchange, Middlesbrough, when the Mayor (Mr. Alderman Bulmer), who presided, explained that they had met for the purpose of considering the best way to perpetuate the memory of Mr. Bolckow, M.P., and expressed a hope that whatever was done would be worthy of the capital of Cleveland. Some had suggested a wing to the North Riding Infirmary, others scholarships in the High School, and there were those who had proposed a statue in the Albert Park. The Mayor thought a statue would be the proper thing. Mr. Fallows, who followed the Mayor, said that the only substantial way of perpetuating the late member's memory was to erect a prominent statue. Mr. J. W. Pease, M.P., who had written to him (Mr. Fallows)

stating that he quite agreed with the proposal to perpetuate the memory of Mr. Bolckow, thought there was no more suitable way of doing that than by erecting a statue in the Park, and offered a subscription of £100 to open a list for that object. Mr. Fallows then moved—"That, with the view of giving effect to the generally prevailing desire of perpetuating the memory of the late H. W. F. Bolckow, Esq., M.P., this meeting is of opinion that the most effectual way of carrying out this desire will be by the erection of a statue in the Albert Park; and recommend that subscriptions be solicited from the public generally for carrying this object into effect." Mr. M. B. Dodds thought that they might have both a statue and a scholarship. Mr. Belk seconded the resolution, believing that the first thing to be done was to erect a statue. Mr. Gilkes, whilst agreeing with Mr. Belk, thought that, in addition to the statue, Mr. Bolckow's name should be identified with a scholarship. The resolution having been put, and carried unanimously, Mr. M. B. Dodds moved—"That if there were sufficient funds after the erection of a statue, a scholarship be founded at the High School." This motion was seconded by Mr. Gilkes, and carried. A committee of the following gentlemen was then formed for the purpose of receiving subscriptions and making the necessary arrangements in regard to the proposed statue:—Mr. W. Fallows (chairman), the Mayor, Mr. Isaac Wilson, M.P., Mr. J. Dodds, M.P., Mr. Alderman Williams, Father Lacy, Major Stevenson, Mr. W. Jones, Mr. J. T. Belk, Mr. Alderman Stephenson, Mr. J. M. Lennard, Mr. R. Dixon, Mr. Councillor Gill, Mr. J. F. Elgee, Mr. C. E. Muller, Mr. W. Petchell, Mr. J. C. Davison, Mr. Councillor Barritt, Mr. Councillor Brentnall, Mr. D. Buckney, Mr. G. Dyson, Mr. W. Harrison, Mr. W. Raynor, Mr. J. Hogg, Mr. G. Watson,

J.P., Mr. Councillor J. F. Wilson, Mr. Hornung, Mr. T. Brentnall, Mr. Jordison, Mr. Cochrane, Mr. J. Gjers, Dr. S. A. Sadler, Mr. Alderman Hudson, Mr. J. S. Calvert, Mr. Edgar Gilkes, J.P., and Mr. E. W. Richards; Mr. J. Jennings and Mr. Peacock, joint secretaries; Mr. Wethey, treasurer; and a representative from each of the chief works in the Parliamentary borough. At the outset slowly, and latterly "by leaps and bounds," the requisite funds were provided, and Mr. W. D. Stevenson, A.R.S.A., of Edinburgh, was selected to execute the Statue.

Some time prior to March, 1880, the "Jubilee of Middlesbrough" was mooted by Mr. Alderman Stephenson, and discussed with a view to some action being taken by the different sections of the community. Soon after that date, the General Purposes Committee ventilated the question; but it was not till September 20th, 1880, that the objects sought were fairly and fully expounded. On that day a leading article appeared in "The Daily Gazette" minutely indicating the general programme for the Jubilee. The objects were thus set forth:—"There is possibly in England no more remarkable record than the history the Iron Capital affords. The story is familiar to most; and a few who have formed part of our history still live amongst us. Still active and clear-minded, we have one who has been identified with all our institutions, and who has in his own way helped largely to create and develop them. It has been hinted that Mr. William Fallows would form the central figure in our celebrations. It has also been proposed that the Middlesbrough Owners (whose far-sighted founder helped in laying the foundation of this community), the Ironmasters' Association, the Chambers of Commerce, the Cleveland Literary and Philosophical Society, the North-Eastern Railway Company (who took over our local

line), and other institutions in the district, should unite in making the celebrations at once representative and imposing. We would suggest that the General Purposes Committee, who have the matter in hand, should at once communicate with the various parties indicated, and ask them to appoint delegates in order to form a central committee, with power to make and carry out the necessary arrangements. One important part will be to secure the funds; and surely the Corporation, the manufacturers, and others concerned could—aud would—provide the requisite amount. There could be no difficulty in finding some men of note who would be pleased to visit Middlesbrough and take part on the occasion. At different times the Duke of Sussex, Mr. Gladstone, the Duke of Connaught, Sir Stafford Northcote, and other distinguished personages have visited Middlesbrough and publicly recognised the wonderful progress we have made. Although it is hardly possible to see again amongst us the man who signalised Middlesbrough as the youngest child of England's enterprise, there are members of his Government who could doubtless be induced to assist us, and who would lend to the celebration a political, if not necessarily a party interest."

A meeting to consider a proposal to celebrate the Jubilee, called by the Mayor (Mr. Charles Willman), was held in the Board-room, Royal Exchange, on November 26th, 1880. At that meeting much discussion arose as to holding a Jubilee which would be worthy of the town; and ultimately it was resolved, on the motion of Alderman Williams, seconded by Councillor Hanson—"That on the 27th December next, being the fiftieth anniversary of the establishment of the port of Middlesbrough, there be a public dinner, to which Mr. Fallows, as representing Old Middlesbrough, be invited." On the motion of Alderman Williams,

seconded by Mr. Gjers, it was decided that a portrait of Mr. Fallows should be painted, the cost of such portrait not to exceed two hundred guineas, which was to be raised by public subscription. A Dinner Committee and a Portrait Committee were appointed. On Monday, the 9th of May, 1881, a meeting of the Portrait Committee was held in the Board-room of the Royal Exchange, the Mayor presiding, and it was resolved, on the motion of Mr. H. G. Reid, seconded by Councillor Dixon, that Mr. C. N. Kennedy be requested to paint a portrait of Mr. Fallows. A meeting of Middlesbrough gentlemen interested in making the Jubilee a success and a credit to the town was held on Tuesday, the 19th July, at which it was resolved, on the motion of Mr. Reid, seconded by Alderman Stephenson—"That, as the statue of Mr. Bolckow and the portraits of Mr. Joseph Pease and Mr. William Fallows will be ready about the third week of September for presentation to the town, it is hereby resolved to celebrate the Jubilee of Middlesbrough at the time of the unveiling of the statue and presentation of the portraits; and that sub-committees be now appointed to make and carry out the necessary arrangements." It was further agreed, on the motion of Councillor Dixon, seconded by Councillor Hanson—"That the committees already existing be appointed as sub-committees to arrange the detail of the various matters they have been severally appointed for—viz., the Statue Committee to arrange for the unveiling of the statue; the Portrait Committee to arrange for the presentation of the portraits; the Banquet Committee to arrange for the public dinner; and the Corporation Committee to carry out the town arrangements for the celebration of the Jubilee; and that each of these committees appoint three members to form a central committee with a view to the amalgamation of these arrangements in the

best possible manner." In accordance with the third resolution, on the motion of Mr. Bolckow, it was resolved—"That Sir William Harcourt be asked whether the last week in September or the first week in October would be convenient for him to visit Middlesbrough." In response to this invitation Sir William Harcourt explained to Mr. Pease, and further communicated with the Mayor to the effect, that it would be impossible for him to be at Middlesbrough any time in September or in the early part of October, and feared that he would not be able to take part in the intended celebration, which he understood would be held within those dates. The General Jubilee Committee were summoned without delay, and it was proposed by Mr. Bolckow, seconded by Mr. Belk, and resolved—"That Sir Wm. Vernon Harcourt have conveyed to him an expression of the regret of the committee at his inability to come at the time named before; but they would be much gratified if they could secure him, and the committee would willingly wait till the middle of October if such time would suit him." In acknowledging the receipt of this resolution Sir Wm. Harcourt greatly regretted "that his existing arrangements rendered him unable to visit Middlesbrough before the middle of October." The middle of October being the latest day to which the proposed Jubilee could be postponed, the General Jubilee Committee again met, and, on the motion of Mr. Joseph Dodds, M.P., seconded by Mr. Belk, passed a resolution regretting Sir William Harcourt's inability to visit Middlesbrough, and appointed a sub-committee of five gentlemen to consider "who should be asked to perform the ceremony connected with the Jubilee, and to invite such nobleman or gentleman." This sub-committee at once set to work, and among the guests who accepted invitations was Lord Frederick Charles Cavendish, M.P.,

second son of the Duke of Devonshire, and one of the Secretaries to the Treasury.

Although the Mayor had, from the beginning, taken an active part in the initiation, he was doing so in his individual capacity, the Corporation having formally resolved not to inaugurate the movement. When it was found that considerable progress had been made, and that the celebration of the Jubilee had virtually been decided upon, it must be recorded that there was some not unintelligible grumbling. It was alleged that the General Committee had been summoned simply to register the unauthorised acts of a few, and that some people had not been considered. It was said that the arrangements for the Statue had been carried through well-nigh to completion in an exclusive way; and the Mayor, Mr. Reid, and others were alleged by some to have gone too far before taking counsel either with the Corporation or the general public. We shall not enter into the discussion that followed, and which may have influenced Sir William Harcourt in withdrawing his promise to take a prominent part in the proceedings, or attempt to apportion either the blame or the credit: suffice it to say that at the stage indicated a good deal had certainly been done without much general consultation, the conviction of the movers doubtless being that "somebody" must make a beginning, and that if a start had not been made in this unofficial way by a few the proposal might have stranded on the old rock—for that which is everybody's business often turns out to be nobody's, and the great difficulty in such matters is to set the wheels in motion. The movement had, however, taken firm root; some of the proposals were found to be impracticable, and others had to be adapted to new conditions; but bygones were readily buried; universal interest was

gradually awakened; and all ranks and classes united with one voice and helping hand to make the first Jubilee of Middlesbrough a brilliant success. Read in the light of events which subsequently transpired, the programme indicated in "THE DAILY GAZETTE" of September 20th, 1880, is significant; for what do we find? A portrait of our venerable townsman painted, and presented to the town; the "far-sighted" founder memorialised by the presentation of a portrait; in one form or another all the institutions of the town distinctly represented; the Corporation and the public liberally subscribing towards the cost of the celebrations; a member of the Government taking a leading part in the proceedings; Mr Gladstone sending a very regretful excuse in his own hand-writing; and a Central Committee, elected from the community generally, vigorously carrying out the arrangements. Thus was promoted the magnificent demonstration, towards the success of which one and all contributed with promptitude, liberality, and exceptional unanimity.

We subjoin a list of the names of gentlemen who acted on the various committees:—

THE STATUE COMMITTEE PROPER.—Wm. Fallows, Esq. (Chairman); Joseph Dodds, Esq., M.P.; Isaac Wilson, Esq., M.P.; E. W. Richards, Esq.; T. Hugh Bell, Esq.; T. H. Richardson, Esq.; H. G. Reid, Esq.; and Eugene Wethey, Esq.; James Jennings, Esq., and John Peacock, Esq., secretaries. Sculptor, D. W. Stevenson, A.R.S.A. Architect, W. H. Blessley, Esq.

GENERAL COMMITTEE.—The Mayor (Chairman); Alderman E. Williams, Mr. D. D. Wilson, Alderman J. Dunning, Alderman W. Bulmer, Alderman R. Stephenson, Alderman T. H. Bell, Alderman R. Archibald, Alderman S. A. Sadler, Alderman I. Fidler; Councillors W. Chapman, J. A. Jones,

W. Imeson, W. Jones, J. Barritt, R. Dixon, J. Stevenson, A. J. Dorman, J. F. Wilson, J. McLauchlan, and F. W. Mildred; J. Dodds, M.P.; J. W. Pease, M.P.; T. Fry, M.P.; Messrs. J. T. Belk, J. Gjers, T. Brentnall, W. Appleyard, Rev. J. K. Bealey, E. Wethey, H. G. Reid, J. P. Hornung, G. C. Whitwell, J.P., Dr. Ellerton, J.P., D. Dale, C. F. H. Bolckow, H. F. Pease, J. Settle, H. Cochrane, and G. Bainbridge.

Banquet Committee.—The Mayor (Chairman); Aldermen R. Stephenson and S. A. Sadler; Councillors R. Dixon and W. Hanson; and Messrs J. T. Belk and C. F. H. Bolckow.

Portrait Committee.—The Mayor (Chairman); Aldermen E. Williams, J. Dunning, and T. H. Bell; and Messrs John Gjers, H. G. Reid, and G. Bainbridge.

Corporation Committee.—Aldermen R. Archibald, J. Dunning, I. Fidler, and J. Imeson; Councillors J. Barritt, J. McLauchlan, J. Rushford, J. Livingston, J. F. Wilson, T. Sanderson, A. Hinton, J. Stevenson, W. King, and Kay; and Mr. D. D. Wilson.

Central Committee.—The Mayor (Chairman); Alderman Dunning and Stephenson; Messrs D. D. Wilson, H. G. Reid, J. T. Belk, J. Gjers, W. Fallows, J. Jennings, J. Peacock, C. F. H. Bolckow, G. Bainbridge (Town Clerk); and Councillors W. Hanson, J. Barritt, T. Sanderson, and J. Rushford. Hon. Secretaries, Mr. Geo. Bainbridge and Mr. Thos. J. Kedward.

Fireworks Committee.—Alderman Dunning (Chairman); Councillors Rushford, Barritt, and Livingston.

Decoration Committee.—The Town Clerk (Mr. Bainbridge, Chairman); Alderman Archibald; and Councillors Dixon, Barritt, and J. F. Wilson.

Procession Committee.—Mr. D. D. Wilson (Chairman); Councillors John Stevenson, Sanderson, and King.

SUBSCRIPTION COMMITTEE. — Aldermen Fidler and Stephenson; and Councillors Rushford (Chairman), J. F. Wilson, Hinton, and McLauchlan.

GENERAL PURPOSES COMMITTEE.—Alderman J. Dunning, Mr. D. D. Wilson, Mr. G. Bainbridge, and Councillor Rushford.

FINE ART EXHIBITION.

With a view of providing some interesting place of resort for the multitude in Middlesbrough during the day, it was resolved by the Council of the Cleveland Literary and Philosophical Society to form an Exhibition; and, in order to accomplish this, and give educational value to it, the authorities of the South Kensington Museum were communicated with. In the negotiations the Council were aided by Mr. Arthur Pease, M.P., and Mr. Isaac Wilson, M.P., both of whom had interviews with the Right Hon. J. A. Mundella (President of the Council of Education), who, on ascertaining the exceptional circumstances on which the application was based, departed from the strict letter of the law, and advised that a selection of objects of Art should be forwarded to Middlesbrough for exhibition. Members were admitted to view the collection on Wednesday; and by a resolution of the Council the public were admitted free on "the 6th." The whole of the Society's rooms have been re-painted and decorated at some cost, and with a rare perception of propriety and harmony in colour. Mr. Tooth, the resident Art Director of the Linthorpe Pottery, carried out the decorations so as to make the place interesting as well as beautiful. The Lecture Hall ceiling is decorated with a diaper pattern, the walls are a pale citron colour, and the wood-work has been painted to harmonise with the decorations. The Smoke Room has a cream-coloured ceiling, with walls of neutral yellow and a dark blue dado, two

or three border lines dividing the dado from the upper part of the wall. The Reading Room ceiling has received some decoration, the walls being similar to those of the Lecture Hall; and in the Committee Rooms the ceilings are cream-coloured, and the walls Pomperian red. The staircase walls are ornamented with a small block pattern, and varnished. The vestibule is decorated on the ceiling and walls. The decorations of the aisle leading from the vestibule to the staircase are illustrative of "Night" and "Morning"—"Morning" being represented by a cock crowing, the sun rising, &c., on one side; and "Night" is portrayed on the other side by a sleepy, yawning dog, with stars, &c. Mr. Tooth has placed over this sleepy, inoffensive specimen of the canine race, "*Cave Canem.*"

The Exhibition was composed of water-colour drawings, paintings, metal work, porcelain, needlework, Art objects, and Linthorpe Art Pottery. The collection of pictures embraced between 70 and 80 water-colour sketches and drawings by artists of eminence, including Cooke, Copley Fielding, Dyce, Hunt, Niemann, Sidney Cooper, T. M. Richardson, &c.

Six cases containing objects of interest from South Kensington occupied the floor of the Hall. There were iron knockers, locks, &c., used in several distinct centuries; and a wrought-iron knocker (Germany, 1520) attracted attention. In the form of a canopy male and female figures appeared in full relief on the columns, and a straight projected hammer, on which knelt a figure in a canopy. A pretty wrought-iron knocker (Italian, 15th century) was in the form of a *Renaissance* temple, with baluster columns, projecting heads, knobs, &c. Beneath the canopy was the statuette of a Cupid holding a tablet described "Salve," forming the hammer. A cast-iron

front of cupboard (Italian, 18th century) and a German hunting horn (1500) of chiselled steel, and embossed with spiral bands of foliated ornament, caught the eye. Connoisseurs paused in front of a wrought-iron shield in repousse and chiselled work. In the centre of the shield was a head of Medusa; round the margin a frieze in high relief representing the triumphs of Rome, with inscriptions. It was signed "Georgious Sigman," and dated 1552. A ewer and other articles, copies of originals in the possession of Her Majesty, and forming part of the Regalia in the Tower of London, also received notice. A fount surmounted by a group of figures representing Philip baptizing a eunuch; a flagon in the form of a Pilgrim's bottle; shoulder-pieces, gauntlets (chased work) from the suit known as "Armure aux Lions;" an Italian shield describing a classic combat; another shield showing the head of Pompey taken to Cæsar; a Flemish breast-plate; an Italian cuirass; a French head-piece and armour for a horse's head (Germany, 16th century) were among the interesting exhibits. There were some beautiful specimens of painted porcelain plaques; several vases of rare beauty and design; and not unworthily placed in the Institute were attractive examples of useful and ornamental ware manufactured at the Linthorpe Art Pottery—a new and beautiful industry with which the name of Dr. Dresser is associated—Mr. Harrison having erected premises. Nearly 20,000 visited the Exhibition.

THE DECORATIONS AND ELECTRIC LIGHT.

If our Continental friends are more skilful in the art of decorations than we practical English people can claim to be—if the magnificence of the Italian carnivals and French festivities, with their gorgeous displays of colour, are

calculated to make home celebrations appear somewhat tame and cold by comparison—still, on the whole, Messrs. Womersley and Co., of Leeds, had some reason to be pleased with the transformation they effected in the space of one short week. As if by a touch of magic they made the streets of Middlesbrough assume an air of gaiety quite foreign to their character. In this iron-producing district of ours there is little to appeal to the poetic or romantic temperament; for the most part men's lives run in one dull monotonous groove, and somehow, as if by a kind of occult influence, our buildings—although relieved at intervals by superior specimens of the builder's craft—would seem to be touched by the same deadening leaven. For a time, however, the scene was changed. People, with happy smiling faces, were donned in their best attire; the streets, as if to be in harmony with human feelings, put on an attractive garb; and, together, these circumstances combined to complete a picture the *tout ensemble* of which was as pleasing as we could ever hope anything of the kind to be in this country. It did not escape observation that dwellers in bye-streets had in their humble way shown themselves fully alive to the occasion, for, copying in a small way the example set by their more affluent brethren, they, in many cases, not only subscribed for streamers, but also freshened up their household chattels, and made no small effort to decorate the interior of their dwellings. This in itself may be taken as an indication of the unbounded enthusiasm which took possession of all, whether rich or poor. In giving an outline of the decorations which met the eye at most points, it is not intended to detail the names of all those who made unsparing efforts to gratify spectators. If it be found necessary to particularise one or two people who excelled in this

direction, it must not, therefore, be inferred that their names are the only ones worthy of being signalled out for special mention, because, as has been said, there was great equality in the way of display, and specific cases will be named in order to give an idea of what was actually only accomplished by the majority. Uniformity of colour and design was undoubtedly the chief characteristic of our street decorations, but they were arranged with such remarkable skill that an effect at once tasteful and harmonious was secured. As a matter of course, the streets which were more immediately taken in hand by the Decoration Committee won the palm for completeness. This, of course, was not behind one's anticipation; but, nevertheless, unstinted praise was due to Messrs Womersley, the contractors, for manipulating with such ability the materials which they imported from Leeds. Perhaps it is because we are not credited with being an over-jubilant nation that public decorators do not seem to have made any striking advance in their art during the past decade. In this respect we regret to say that the foreigners are again pre-eminent; but, accepting native workmanship for what it is worth, we doubt whether the show of bunting, &c., &c., with which Linthorpe-road and Sussex-street were literally choked could be excelled in the great effect they produced. Venetian masts of various heights were as plentiful as the proverbial strawberries; indeed, there appeared to be too much concentration in Sussex-street. Each mast was covered with crimson cloth, surmounted by gold crowns and large gilded spear heads alternately upon each mast. At a height of nine feet was affixed a handsome trophy of national flags faced with armorial shields bearing the arms of Middlesbrough and towns of Yorkshire, interspersed with Royal crowns and Prince of Wales plumes.

From the summit of every mast floated a national banner measuring nine feet. The masts in the Market-square, South-street, Sussex-street, and Linthorpe-road were connected with festoons of small bright streamer flags. In the decorations of the Exchange-buildings, Marton-road, Queen's-square, Cleveland-street, East-street, and Zetland-road a variation was made in the style of decoration—lines of small flags being stretched from the tops of the Venetian masts across the highways—handsome white and gold ornaments containing bouquets of flags being conspicuous. The offices occupied by the Mayor received elaborate treatment. The front of the building was draped with a rich crimson cloth vallence, relieved with amber cord and fringe and festoons of white lace. Over the doorway was fixed a very handsome trophy of flags, with a richly-gilt shield bearing the arms of Middlesbrough, and flanked on either side with small groups of bright flags and banners. On the summit of the building were large flag-staffs bearing handsome banners. In the front of the High School a flag device—in which several rows of streamers were artistically disposed—was a delightful set-off to the staid-looking background. Albert-road and Corporation-road wore a charming appearance. The Swatter's Carr Hotel mounted a Union Jack; and the Bicycle Club, wishful to keep pace with the times, sported a large banner which had evidently seen some service in its time. Mr. Crawford, the butcher, whose premises stand at the corner of Linthorpe-road and Newport-road, wished "Success to the Iron and Steel Industries;" and the King's Head, occupied by Mr. William Lambert, was gay with evergreens. Mr. Tucker, the butcher, in Linthorpe-road, hoisted the stars and stripes; and two Union Jacks floated over the top of Cleveland House. Mr. Broadrick, the

tobacconist, in Linthorpe-road, like most of the tradesmen in Middlesbrough, exhibited a crimson vallence, trimmed with Venetian lace. Evergreens and flags were conspicuous at the Queen Hotel; and at the Excelsior the proprietor showed two flags, one representing the good Samaritan, and the other an allegorical subject—"Peace and Plenty." The appearance of Alderman Archibald's premises called for hearty commendation. A numerous display of mottoes was thrown completely in the shade by one large effect, in white letters, on à crimson background, and extending from one end of the establishment to the other, wishing "Prosperity to Middlesbrough—the youngest child of England's enterprise." The Town Hall clock, in the Market-square, was connected by four lengths of streamers with West-street, Sussex-street, North-street, and East-street. Mr. Barritt, the hatter, had the outside of his shop in Sussex-street covered with charming banners bearing, amongst others, the following choice mottoes:—"Our Steel for the World;" "Success to Cleveland;" "Welcome, Lord F. C. Cavendish;" and "Labor Omnia Vincit." The offices held by Councillor Livingston, opposite the Exchange, were faced with evergreens; but no special effort was made in decorating the exterior of the Exchange itself. The street decorations alone, however, seemed to make the beautiful building stand out more prominently than heretofore. All the vessels in the dock had streamers flying. One is not accustomed to look for anything at a railway station except a train just steaming out. Stations themselves may possess beauties that appeal to those initiated into the mysteries of engineering; travellers may have a distinct liking for this or that place of departure; but the general public can find little that is fascinating in the hurry-scurry scenes, the Sphynx-like demeanour of the railway servants—from

station-masters to porters—and the thousand-and-one details which combine to make the notorious picture which obtrudes itself at all points on our railroad system. But on Thursday, the 6th of October, the Middlesbrough Station, radiant with colour, seemed well aroused from its humdrum existence. All the officials were cheerful and urbane; and even the man in the box at the level-crossing was more conscious than ever of the dignity of the position which it was at once his privilege and honour to hold. Each side of Albert-bridge was resplendent with trophies of flags and shields, bearing the arms of the North-Eastern Railway Company in conjunction with the crest of Middlesbrough. On the glass porch was affixed a bright motto, "Prosperity to Middlesbrough," surmounted with trophies of flags, shields, &c., with tall Venetian masts right and left. The boundary walls were not forgotten, for they were relieved with a series of miniature masts bearing banners, &c. At the Railway Station the whole of the interior walls were festooned with laurel wreathing, flowers, and groups of foliage. Spaces in the green festooning were tenanted by trophies of flags with shields; and numerous banners gave tone to the decorations. Especial attention was bestowed at the entrances to Zetland-road and Bridge-street, Venetian masts, with banners and trophies and shields with festoons of small flags, forming a bright and festive collection. As a positive triumph of street decoration—which could not have been eclipsed in any previous provincial show—that displayed by Mr. Alderman John Imeson opposite his large boot and shoe depôt in Sussex-street was in every sense unique. This much we had anticipated. Having ransacked his "property room" at the Theatre, and having called to his aid the masterly services of his clever and gifted scenic artist, Mr. Thomas Evans, there is no reason for

wonder if the crowds which surged round a splendid piece of artistic workmanship and stage-craft were superlatively grand in the language of approval. The monstre decoration consisted of an ornamental arch, comprised in two sections, which extended from one side of the street to the other, and across the footpaths were two smaller arches. These arches were supported by four towers containing ornamental panels (on which figured the Middlesbrough coat of arms), and surmounted by trophies of arms and bannerettes. They also carried the mottoes "Welcome to all" and "Free Trade." On the central arch facing Bridge-street were portraits, in panels, of the Mayor, the ex-Mayor, Mr. Isaac Wilson, M.P., and Bishop Lacy, and the motto "Success to our Iron and Steel Trade." The second section, facing the Market, bore the motto "May Middlesbrough Flourish and Trade Increase," and portraits of the Queen, the Prince of Wales, Mr. Vaughan, and Mr. Fallows. The two sections were connected by strong supports, festooned with flags and evergreens. The whole reflected infinite credit on Mr. Thomas Evans, the artist, and Mr. Tom Wood, stage carpenter. The outside display from Grange-road to the Park was of the most meagre kind; but in the Park the spectacle presented was of an impressive character. The town itself was full of electric glow. Sixty-four lights —situated in all the principal thoroughfares of Middlesbrough—were driven by Brush's dynamo-electric machines, which occupied the space of ground in Albert-road. The machines were the Hornsby semi-portable, 12 nominal horse-power; the "Wallace Stevens," portable ditto; and the "Robey," semi-portable ditto; and the whole of the leading wires conducting the electric current were run in different circuits from the central road. The

Brush Machine consists of two horse-shoe electro-magnets placed horizontally and brought close to one another, so that the ends of their similar poles face each other, with only just space enough to allow a circular iron armature, with coils of copper wire upon it, to revolve between them. The revolving armature has a number of distinct coils on it—generally eight. These coils do not adjoin one another, as in the Gramme coil. They present some similarity, however, to the De Meritens coils round the periphery of the revolving ring, with a distinct interval or space between them. The arrangement of these coils among themselves is peculiar. In the Gramme coils all are connected; but in the Brush each coil at one extremity is placed only in connection with the other coil which is at the opposite end of the diameter. Each coil, by its other extremity, is besides in communication with the commutators, of which there are two placed upon the shaft. By alternating the position of the corresponding copper ring or strip upon each commutator while passing under the collecting "brushes" of these commutators, the current from each coil is made to pass successively to the field magnets and to the outside circuit of the lamps—this change occurring, where there are eight coils upon the ring, at each one-eighth of its revolution. The copper "brushes," as they are called, are flat strips of elastic copper about two inches wide, cut at the ends, which press against the rings into eight tongues, so as to resemble a grainer's comb, and each "brush" is wide enough to cover or lie in contact with two ornamental rings, and in this way, although two of the coils are insulated twice in each revolution, the main circuit is never interrupted. For the sake of adjusting the "brushes" so as to make contact with the commutators at the most effective angular positions with respect to the magnetic field, they

are mounted to the opposite ends of two rocking levers, which are capable of oscillating concentric with the driving shaft, and can be fixed in any desired position by means of a set screw, which clamps a stout wire rising from the base of the machine. The currents are conveyed from the "brushes" by wide strips of thin copper wire; and, in order to allow for the variable distance of the free ends of the "brushes" from the free ends of the machine, they are made undulating or wavy, doubling up as the distance is shortened, and stretching out when it is increased. The carbon candles which are used for the purpose of giving the light in the Brush lamp are one foot long, and are electro-plated with a thin film of copper; they last for about eight hours, during which time about 9½ inches of the positive and 4 inches of the negative carbon are consumed. When the lamp is put into action the arc is formed between one of the pairs of carbons, and when they are burnt out another pair automatically starts into action until it is in turn consumed; in this way the time of burning is doubled, so we have continuous light for sixteen hours. At night, also, gas illuminations, which for the most part were executed by Mr. Councillor Livingston, Mr. Lambert, Mr. Hudson, and Mr. Thompson, added their brilliancy to scenes which will live for ever in the memories of those who witnessed them, and which will form a bright chapter in the history of Cleveland's capital. The following gas illuminations were carried out by Mr. Lambert, of Albert-road:—Mr. G. G. Hornsby, Swatters Carr Hotel, one very massive crown; Mr. T. Lewis, Albert-road, cabinet maker, one very large crown; the 1st Durham Drill Shed, "1 V.R." and a star; Mr. Dodsworth, Turf Hotel, Cannon-street, one large Prince of Wales feather; Mr. B. Brindle, King William IV. Inn, West-street, one crystal illuminated star, ditto plain star; the Mayor (Mr.

C. Willman), The Newlands, one 6ft. Cooper star; Mr. Charles Havelock, Prince of Wales Stores, Cannon-street, one Prince of Wales feather; Mr. Pearson, Bridge Inn, one plain star; Mr. Purdie, Carnarvon Arms, Lower Feversham-street, one plain star; Mr. Woodford, 41, Marton-road, one large star with crown in centre; Mr. T. P. Herrington, Albert-road, one star with "V.R." in centre; Mr. Watson Hunter, tailor, Albert-road, one large Prince of Wales feather; Mr. George Martin, grocer, &c., Lower Feversham-street, one very large Shamrock, Rose, and Thistle; Mr. Fletcher, Britannia Hotel, one "V.R.;" Messrs Plews and Sons, brewers, Lower Gosford-street, two very large Prince of Wales feathers; Mr. Prest, Canterbury Hotel, one star; Mr. Hammond, a two sun light with setter.

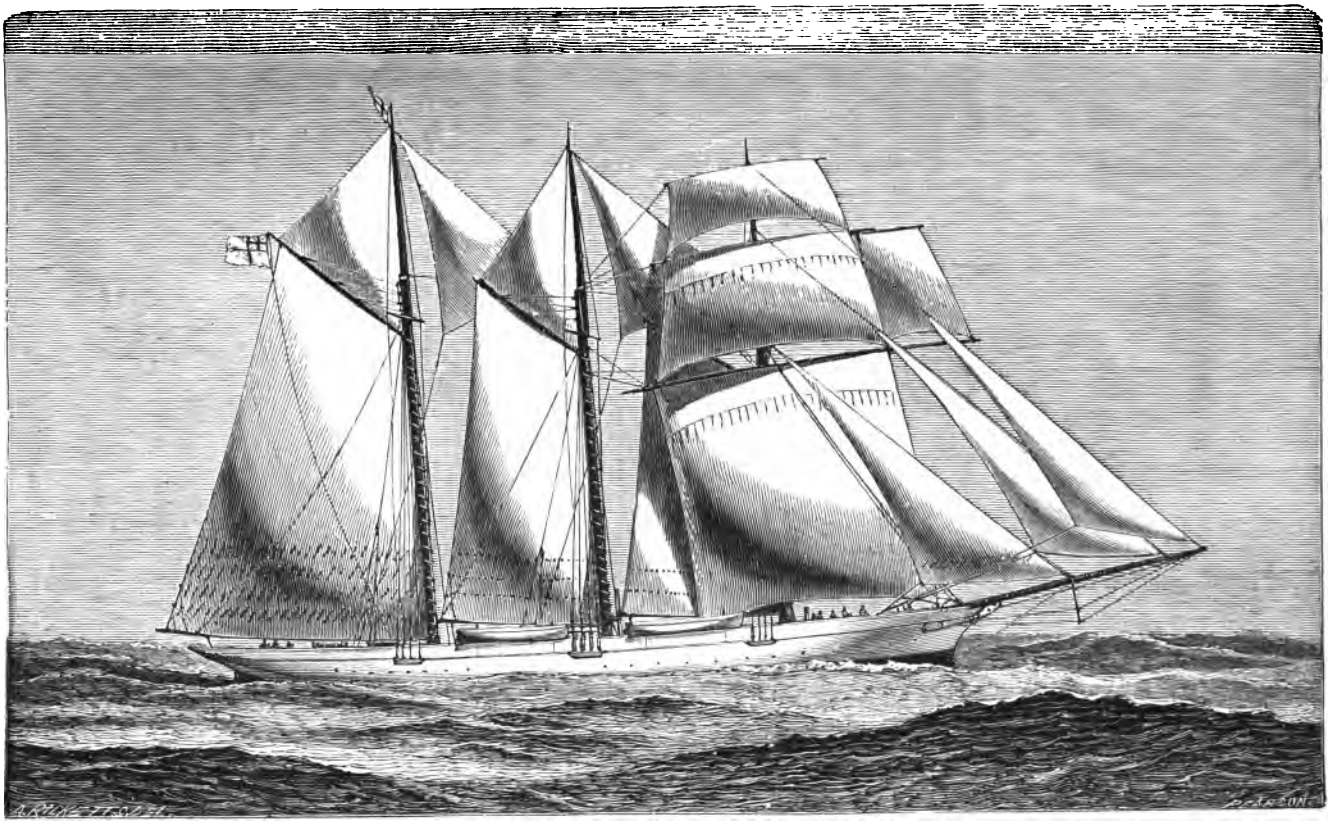
ROASTING AN OX.

One of the most interesting things which took place on Wednesday evening, the 5th of October, in connection with the celebration of the Jubilee was the roasting of an ox in West-street, in close proximity to where the first house erected in Middlesbrough is situated. This affair was the outcome of the exertions of a number of tradespeople in West-street, who, whilst determined to commemorate the celebration, desired, if possible, to combine some useful object with whatever they carried out. After considerable discussion, it was ultimately agreed to go in for something which would have—at any rate for Middlesbrough—the charm of novelty in addition to any other favourable features it might possess, and probably the gentlemen could have hit upon nothing better than the roasting of an ox. For some days the beast was marched

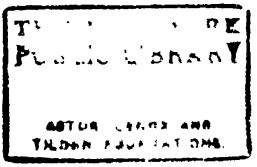
about the streets, and a very fine specimen of a short-horn it undoubtedly was. The Middlesbrough Streets Committee gave every assistance they could to the originators of the scheme, especially on it being stated that the carcass when cooked would be given to the poor people of Middlesbrough. On Wednesday afternoon a fire-brick wall was erected, and the general arrangement of the plan for cooking the carcass carried out. Through the body of the ox, lengthways, was placed a bar, to which the animal was firmly attached by means of iron hoops, &c. This bar was mounted on four wheels standing about three feet from the ground, and made to revolve by means of a spin wheel and pinion at each end, thus exposing all sides of the carcass to the fire, the arrangements of which were as follows:—A permanent brick fire, 8ft. by 1ft. 6in., and a moveable iron fire-stand on four wheels, which enabled the cook to draw it back or put it near as he thought proper. The tradespeople received every assistance from the different ironmasters, and the whole of the iron work was superintended and finished by Messrs Chilton and Dutton, Middlesbrough Ironworks. After cooking all night, and being "done to a turn," the beef was carved the following morning by Messrs Ball, Wray, and Conway, who were the chief movers in the affair, and distributed in suitable pieces to the holders of tickets, along with a quantity of bread, 60 stones of which had been supplied by Mrs. Forbes, of Feversham-street. On Wednesday evening up to a very late hour a great crowd assembled near the scene of the operations, and appeared to be much struck with the novelty of cooking the ox *en masse*, whilst the tremendous dripping tin and basting spoon were things to be remembered.

THE "SUNBEAM."

Sir Thomas Brassey's beautiful yacht the Sunbeam, which has attained such world-wide fame by its voyage round the world, was a great centre of attraction throughout the fore part of Thursday. The Sunbeam was sighted off the harbour bar between eleven and twelve o'clock on Wednesday morning, and was welcomed to the Tees by a deputation of the Conservancy Commissioners, who went pown the river in the steamer Cleveland, and also by the Mayor of Middlesbrough in his steam yacht. When the vessels met a salute was fired and colours were dipped, and then the Sunbeam—with Lady Brassey and two of her younger children on board—proceeded up the river under the escort of the Cleveland and the Mayoral yacht. Lady Brassey entertained the Commissioners and the Mayor to luncheon; and on taking leave of the Sunbeam Mr. Isaac Wilson, M.P., cordially thanked her ladyship for her hospitality, fittingly referred to the deep interest which both Sir Thomas and herself manifested in the Jubilee celebrations, and at the same time expressed regret that Sir Thomas was unable to be present, having been called away to Portsmouth on official duty as a Lord of the Admiralty. The yacht, we need hardly say, is a model of perfection in every way, being of handsome proportions, fitted up with luxurious appointments, and richly adorned in cabins, library, and snuggery with innumerable curiosities collected from all parts of the globe visited by the yacht during her memorable and highly interesting voyage in search of nothing in particular and everything in general, and yet forming such an enchanting theme for the versatile pen of the fair authoress of "A Voyage in the Sunbeam." Through the instrumentality of Mr. Joseph Dodds, M.P.,



THE SUNBEAM


ASTOR, LENOX AND
TILDEN FOUNDATIONS.

several hundreds of tickets were sent out inviting the recipients to visit the yacht, and between ten o'clock on Thursday morning and three o'clock in the afternoon there was an almost endless stream of visitors on board. In the earlier part of the day her ladyship personally received her numerous guests, with the genial assistance of the hon. member for Stockton, but visitors who came later had to be content with a view of the yacht, and forego the honour of meeting her ladyship. To those of a nautical turn of mind it may be interesting to know that the Sunbeam was designed by Mr. S. Clare Bryne, of Liverpool, and may be technically described as a screw-composite, three-masted, topsail-yard schooner. Her engines were fitted by Messrs Laird and Co., and are of 70 nominal, or 350 indicated, horse-power, and developed a speed of 10·13 knots at the measured mile. The bunkers contain 80 tons of coal, the average daily consumption being four tons, and the speed eight knots in fine weather. The principal dimensions of the hull are—Length for tonnage, 157 feet; beam, extreme, 27 feet 6 inches; displacement tonnage, 531 tons; area of midship section, 202 square feet. The Middlesbrough Trades' Council sent the following address to Sir Thomas Brassey:—

"The celebration of the Jubilee of Middlesbrough is an event which cannot fail to arrest the notice of the most distant communities, and we are delighted because the occasion has afforded us an opportunity of welcoming you to Middlesbrough. We desire to express to you our warmest appreciation of the manly attitude you have ever maintained in defence of sound principle and a just policy, knowing how much you have done, both by personal influence and advocacy, to remove the misunderstandings that have again and again interfered between capital and labour, and to uphold the supremacy of British industry throughout the world."

The Sunbeam was permitted to remain at Middlesbrough for several days, and was visited by nearly 4,000 people.

Lady Brassey, having seen the Cleveland Steel Works and other large factories, was impressed by the necessity of providing for the victims of accident and disaster, and proposed the formation of an Ambulance Corps—a philanthropic movement to which she had given much attention and help. Everyone was pleased with the famous yacht and the lady who presided over it in the absence of her husband. The Sunbeam familiar in name to everybody has now become a reality:—the charming little reception room, hung with mementoes of every land, exquisite little drawings in black and white, in water-colour, and on porcelain; flowers the freshest and sweetest strewn everywhere, and book-cases of daintiest manufacture looking out invitingly from every corner. The dining saloon, with its cosy corner stored with art and literature, where the voyage in the Sunbeam was written, and Lady Brassey's own room, are pictures of harmonious beauty. It would take many days to exhaust the interesting curiosities and souvenirs of strange lands, the delightful little groups of favourite "authors," the homely and sacred relics of the real voyage of life which are strewn about everywhere. The sailors in the Sunbeam are a body of trim and jolly tars, forming part of her ladyship's family in their life on the ocean wave. In the absence of Sir Thomas, Lady Brassey gracefully discharged the many obligations which her visit involved; she received her guests on the Sunbeam, joined in the Jubilee procession, took part in the unveiling of the Statue and Portraits, occupied a seat of honour at the banquet, visited our vast Steel Works and Fine Art Pottery, and commenced a movement for the formation of an Ambulance Corps. Last, not least, she replied in appreciative and thoroughly instructive terms to the address of the Trades' Council

which was intended for presentation to their friend and counsellor.

Lady Brassey thus acknowledged its receipt:—

"Dear Sir,—On behalf of my husband, Sir Thomas Brassey, who, I am very sorry to say, is detained by important Admiralty business in the South of England, I beg to thank you most sincerely for your kind and gratifying address of welcome, presented by you as members of the Middlesbrough Trades' Council. I have telegraphed and written to my husband to inform him of the receipt of the address, which, I am sure, will give him as much pleasure as it has afforded me. If Sir Thomas Brassey should be able to come to Middlesbrough next week, as I hope he may be, he will, no doubt, take the opportunity of thanking you in person. In the meantime, I beg to send you herewith a copy of each of my books, "A Voyage in the Sunbeam," and "Sunshine and Storm in the East," of which I ask your acceptance as a contribution to the library which has no doubt been formed in connection with the Middlesbrough Trades' Council.—Believe me, yours very truly,

"Annie Brassey.

"To Messrs Charles Gibbon and James Smith, President and Secretary of the Middlesbrough Trades Council."

THE SUNDAY SCHOOL PROCESSION.

How different now to the times when the great majority of the higher classes could but read and write, if read and write at all, in a very limited measure; and, on this account, feeling their inferiority to the "scholars," such accomplishments were looked upon with anything but favourable regard. Hence the well-known saying of the old Douglas—

"Thank Heaven, ne'er a son of mine,
Save Gawain, e'er could pen a line."

But times have changed. What nobler demonstration could there be than such an immense Sunday School gathering as that of Thursday morning that the progress from the comparative barbarism of old Douglas's days has

been rapid and broad and universal—has been wise and beneficent and regenerative. When did this era of brighter and better enlightenment begin to dawn—not for the children of the nobility and squirearchy, but for the families of the toiling millions of England? It is a grateful task, indeed, to be entitled and accredited to claim for Robert Raikes, of Gloucester—the son of a newspaper proprietor, and himself the conductor as well as the proprietor of *The Gloucester Journal*—that he was the pioneer in the great work of imparting education to the children of the poor. It could scarcely fail that there should be a blessing on his work when he selected Sunday for that one day of the week on which to carry on that particular branch of philanthropic work to which he gave a life-long devotion. How forcibly we have been reminded that when Robert Raikes began his scholastic crusade he had to encounter the objection that the "brats" had no clothing decent enough for their appearance out of doors on Sundays. "Ah, but," said he, "clean hands, clean faces, and combed hair are all that are required." And, cleanliness always being next to godliness, the cause of religious education when the death of Mr. Raikes occurred—April 5th, 1811—was prospering amazingly. The demonstration of Thursday morning was one of the proudest tributes to the memory of that great benefactor of his country that could possibly be conceived. The school system of England has changed, too, in more respects than one. The stereotyped village pedagogue is of an extinct species. But has not the office of schoolmaster been exalted and dignified beyond measure within the present decade? There have been times, even within living memory, when the work of the schoolmaster was regarded as nothing loftier than the driest and dullest drudgery. It is not very many years since *The Times*

(the Thunderer) was pathetically eloquent about a poor scholar picked up by a policeman in Fleet-street forlorn and destitute, having pawned his best coat to buy his last dinner, who, when offered by the magistrate—who was delighted with his quotations from Terence—employment in a school, replied, "Yes, I would thank your Honour for the place just for the winter, and after that I can go down into the country and make hay." His resolve was against being sentenced for life to a kind of labour in a grammar school which thousands would think slavery worse than stone-breaking on the highways. But another complexion has come in these modern times not only upon the scholastic profession, but upon everything that is scholarly or educational; and the Middlesbrough Sunday School procession on the day of Jubilee was a proof that education is as much the birthright of the humblest child now as formerly it was alone the privilege of the ecclesiastics or of the darlings of the nobility. "If a thing of beauty is a joy for ever," the children's procession must remain most lasting among the many happy and brilliant memories of Thursday.

In the Jubilee rejoicings the processions formed an important part. The starting-point and the route was wisely chosen, and the numbers that had been expected to take part in them, as well as the fact that the route comprised some of the best decorated parts of the town, naturally attracted large concourses of gazers. The meeting ground for the various schools—the Market-place—was in the centre of old Middlesbrough. In West-street the first house showed its freshly-painted front, and next to it the public-house where the first meeting was held in the town. On the other hand are the first works—pottery, ironworks, and furnaces—all choosing sites abutting on the Tees. There the earliest chapels and the first church were built;

there the Temperance Society had its first meeting; there the first Post Office was, and there the first Exchange. In a sentence, old Middlesbrough congregated near the Market; and in the morning of the Jubilee the future men and women of Middlesbrough met there. A morning like that of the wedding of "Priscilla, the Puritan maiden," it was "touched with autumnal tints." The heavy rain of the night had made "a thousand hearts beat" anxiously, but when a dull grey morning showed that the "rain was over and gone," the living young flowers of Middlesbrough appeared on the earth in thousands. They were as varied in dress, in look, and in size as the countless rats that swarmed after the Pied Piper. A blaze of colour filled the Market-place. It was the union of all the schools. For once Church and Dissent were united; and, like Christian and Hopeful over the river, they were "swallowed up with the sight of (young) angels, and with hearing of their melodious notes." And how these little ones did chatter till a minute or two past ten, when the head of the procession in South-street commenced to march. The following was the order:—

BAND.

CHURCH OF ENGLAND SUNDAY SCHOOLS.

St. Hilda's.	St. Paul's.
St. John's.	St. Peter's.
St. Barnabas'.	All Saints'.
The Workhouse.	Trinity, North Ormesby.

ROMAN CATHOLIC SCHOOLS.

St. Mary's.	St. Patrick's.

JUVENILE TEMPLARS.

Fountain of Friendship Temple.
Paradise Temple.
Hopeful of Middlesbrough Temple.
Little Daisy Temple.
St. David's Temple.

Abraham Lincoln Temple.
The Young Recruits' Temple.

BAND.

NONCONFORMIST AND DISSENTING SCHOOLS.

Newport-road Presbyterian.
Trinity Presbyterian.
United Methodist Free Church, Grange-road.
United Free Church, Milton-street.
Wesleyan Reform Church, Brougham-street.
Wesleyan Reform Church, Temperance Hall.
Gospel Mission.
St. Luke's Methodist New Connexion.
Wesleyan Free Church, Linthorpe-road.
Congregational Church, Queen's-terrace.
Congregational Church, Cannon-street.
Welsh Independent Church, Marton-road.
Baptist Church, Boundary-road.
Baptist Church, Newport-road.
Welsh Baptist Church, Brentnall-street.

PRIMITIVE METHODIST SCHOOLS.

Gilkes-street. | Richmond-street.

Linthorpe.

WESLEYAN METHODIST SCHOOLS.

Lord-street, Mission Chapel. | Linthorpe.
North Ormesby. | West End.

Wesley.

BAND.

Centenary.—First Sunday School established in Middlesbrough.

The band of the 1st North York Artillery Volunteers led the way, and the Church schools having the place of precedence, St. Hilda's, the oldest of the Church schools, led, the scholars, some 600 in number, the Rev. J. K. Bealey (the Vicar) and the Rev. W. Bodwell being at the head. St. John's scholars took the second place, about 350 in number; St. Barnabas', with 120, and the Workhouse children, 130; St. Paul's formed a large contingent,

800 in number, headed by the Revs. F. Brown, G. W. Lees, and Sydney Smith; St. Peter's scholars numbered 300, led by the Rev. E. H. Rowland, Vicar, and Rev. A. W. Hedges, curate. All Saints', with the Southend contingent, were in number 550, the Revs. J. W. H. Carr and A. F. Greenstreet leading. North Ormesby, 650 in number, closed the numbers of the Church schools, giving a total of about 3,500. Each school had its appropriate banner at its head, and large numbers of small flags, ensigns, &c., were interspersed in the ranks, the blue and yellow banner of St. Hilda showing strikingly in the foreground. The keys and crown, texts, and brief exhortations were the most frequent of the illustrations and mottoes on the small flags. Preceded by a gorgeous banner in gold, orange, and red, with green edging, the Roman Catholic Schools of St. Mary's and St. Patrick's, headed by the Revs. J. R. Macdonald and C. E. Dawson, and the respective schoolmasters, followed. These schools formed one of the most striking features of the procession. There were about 2,000 scholars, and a number of the boys and girls were attired uniformly—boys with red scarves, and girls in white and pink sashes, in white jackets and scarves, and in blue and fur-tipped jackets were conspicuously brilliant. The Juvenile Templars, under the guidance of Captain Henry Wilson, D.S.J.T., followed, about 600 in number, and with sash and badge and the many initials of some of the officers, as well as striking banners, they were a relief from the dull lines of boys' usual dress. The Presbyterian schools, about 500 in number, were the first of the Nonconformist schools, the Newport-road scholars having the post of honour. Following the Trinity Presbyterian (headed by Messrs Hamilton and G. M. Archibald), came

the United Methodist Free Church schools, the Grange-road and Milton-street, numbering about 800. The Reformed Wesleyans of Brougham-street and the Temperance Hall, led by the Rev. J. Leuty and Mr. Thirlwell, came next, some 350 in the total, and these enlivened the proceedings with very effective hymns. The Gospel Mission scholars, 150 in number, under the superintendence of Mr. Leng, succeeded. St. Luke's Methodist New Connexion, 230 in number, under the superintendence of Mr. J. Thompson, were next in rank. The Congregational scholars, 300 from Queen's-terrace, and 450 from Cannon-street, were succeeded by the Baptists, led by the Rev. W. Whale. These, about 610, were formed by 450 from Newport-road, 100 from Boundary-road, and 60 Welsh Baptists from Brentnall-street. The Primitive Methodists, headed by their circuit ministers, the Rev. H. B. Kendall, B.A., and the Rev. W. A. French, were composed of 50 from Gilkes-street, 250 Richmond-street, 300 North Ormesby, and 60 Linthorpe. The powerful Wesleyan Methodist Sunday School Union, led by the Revs. C. Swannell, J. B. Algar, and J. Haughton, and by Messrs T. Brentnall, J.P., H. Smith, Swales, and other superintendents, were about 1,400 in number, from six schools, including the Centenary school, "the first established in Middlesbrough" (formed in 1832), which brought up the rear. Thus there would appear to have been in the procession over 12,000—Church, 3,500; Roman Catholics, 2,000; Juvenile Templars, 600; and Nonconformists about 6,000. The procession took nearly an hour in passing a given point; and its appearance, varied by streamers and mottoes, as well as by huge emblazoned banners, was most striking. Naturally, the banners and mottoes partook a little of the didactic. The Roman Catholics emphatically asserted that "By this sign X thou shalt conquer," and

St. Patrick did duty more than once in glowing green; the Free Methodists were eloquent on "The Sunday School" as "Our Hope," as "England's Glory," &c.; the Gospel Mission urged all to "Walk in Love," and the Congregationalists dwelt on "The Bible our Guide" and on the moral virtues. The Primitive Methodists urged everybody to "Take Care of the Children"—unnecessarily, so far as the procession was concerned. The Wesleyans were less hopeful—they urged that "The Labourers are Few," but burst out at last "Gloria in Excelsis." The route being duly accomplished, cheers were given in passing the Statue—and, bless the bairns! how they did shout—continuously, persistently—as they passed through the ranks of the bystanders. To a member of Parliament a minister remarked, "It's a shame to shout to a *shrouded* statue;" and with this remark we dismiss the future men and women of Middlesbrough.

AFTERNOON PROCESSION.

With commendable punctuality, the invited guests met the Town Council and members of other local bodies in the Town Hall, the Friendly Societies meantime mustering in the Market-place. Before the hour for starting there were assembled the Mayor (C. Willman, Esq.), the Mayoress, Alderman Thomas H. Bell, Alderman Imeson (ex-Mayor), Mrs. and Miss Imeson; Alderman Dunning, Alderman Archibald, Alderman W. Bulmer, Alderman Stephenson, Alderman Williams, Councillors W. Imeson, J. F. Wilson, Scupham, Barritt, Dixon; Mr. George Bainbridge, Town Clerk; Mr. Edward Latham, and Mr. H. Thompson, J.P. Amongst the guests were Sir J. Ramsden (Furness Abbey), Mr. Thomas Richardson, M.P., Mr. Joseph T. Smith (President of the Iron and Steel Institute), the Lord Mayor

of York (the Right Hon. J. S. Rowntree,), the Mayor of Scarborough (Thomas Whittaker, Esq.), the Mayor of Darlington (J. J. Morrell, Esq.), the Right Worshipful the Mayor of Newcastle (Mr. Alderman Angus, J.P.), and Mayor of Hartlepool (John Horsley, Esq.); Alderman Henry F. Pease (Darlington), Alderman George Horsley (Hartlepool), the Hon. Reginald Talbot, I. L. Bell, Esq., Mr. Henry Tennant and Mr. T. E. Harrison (of the North-Eastern Railway Company), Mr. William Jenkins (Consett), Mr. M. B. Dodds, J.P., Alderman Knowles and Councillor Settle (Stockton), Mr. Thomas Vaughan, the Rev. J. K. Bealey, Mr. H. G. Reid, Mr. W. Fallows, Mr. E. Wethey, Mr. W. J. Young, J.P., Mr. P. Dennes, J.P., &c. About one o'clock a procession was formed, headed by the 1st Durham Artillery band, the assigned order being only very slightly departed from.

BAND.

1.—Nottingham Order of Oddfellows—
George Peabody Lodge.

2.—Royal Antediluvian Order of Buffaloes—
Wellington Lodge.
John Imeson Lodge.
Oxford Lodge.
John O'Groat Lodge.
Duke of Clarence Lodge.
The Garrick Lodge.
Queen's Own Lodge.
Bonnie Scotland Lodge.

3.—Boilermakers—
No. 1 Lodge.
No. 2 Lodge.

4.—Knights of the Golden Horn—
No. 3 Erimus Encampment.

5.—Ashton Unity of Oddfellows—
Concord Lodge.
Excelsior Lodge.
Progressive Lodge.
Prospect Lodge.

6.—Grand United Order of Shepherds—
Alexander Lodge,
Cleveland Lodge.
Little Dale Lodge.
North York Lodge.
Lord Palmerston Lodge.
Princess of Wales Lodge.
Tees-side Lodge.
Captain Cook Lodge.
Combination Lodge.
Erimus Lodge.

7.—Ancient Free Gardeners—
Mistletoe Lodge.
Pride of Cleveland Lodge.

8.—Manchester Unity of Oddfellows—
Brave and Faithful Lodge.
County Member Lodge.
Joseph Warburton Lodge.
R. H. Bulman Lodge.
Rose of England Lodge.
Shakespeare Lodge.
Victoria Lodge.
Rose of Cleveland Lodge.

9.—Kingston Unity of Oddfellows—
George Watson Lodge.
Rose of Middlesbrough Lodge.
Royal Commercial Lodge.

10.—Ancient Order of Foresters—
Erimus Court.
Heart-and-Hand Court.
Rose of Cleveland Court.
Tees-side Court.

11.—Ancient Order of Druids—
Royal Samuelson Lodge.
Hope of Success Lodge.
Iron Age Lodge.
Primrose Lodge
Prince of Wales Lodge.
R. W. Jackson Lodge.
Samuelson Lodge.
Richard Cobden Lodge.

12.—National Independent Order of Oddfellows—
Good Design Lodge.
Hand of Good-will Lodge.
Hope of Middlesbrough Lodge.
Pride of Cleveland Lodge.
Rock of Hope Lodge.
Vanguard Lodge.
Bell Brothers' Lodge.

13.—Independent Order of Rechabites and Sons of Temperance—
Erimus Tent.
Perseverance Tent.
Erimus Division.
Captain Pennyman Division.

14.—National United Order of Free Gardeners—
Lily (Cleveland) Lodge.
Prairie Flower Lodge.
Rose, Thistle, and Shamrock Lodge.
Gladiola Lodge.
Primrose Lodge.
Forget-Me-Not Lodge.

15.—Good Templars—
Hope of Middlesbrough Lodge.
Wilberforce Lodge.
Amicable Lodge.
Erimus Lodge.
Cyrus Lodge.
Hope for Success Lodge.
Golden Harvest Lodge.
George Seward Lodge.
And other Lodges in the District.

CARRIAGES.

1. Mr. and Mrs. Latham, Mr. and Mrs. Hallam.
2. Dr. Malcolmson, Mr. John Hall, Mr. Charles Jackson.
3. Councillor Rushford and party, Councillor Weighell.
4. Councillor and Mrs. W. L. Taylor, Councillor and Mrs. J. A. Jones.
5. Councillor and Mrs. Kay.
6. Councillor and Mrs. Barritt, Councillor and Mrs. Eaton.

7. Councillor and Mrs. Sanderson, Councillor and Mrs. Scupham.
8. Councillor and Mrs. Lord, Councillor and Mrs. McLauchlan.
9. Councillor Livingston and party.
10. Councillor and Mrs. Collingwood, Miss Collingwood, Councillor King.
11. Councillor and Mrs. Chapman, Councillor and Mrs. Hinton.
12. Councillor and Mrs. Mildred, Alderman and Mrs. Fidler.
13. Councillor and Mrs. Stevenson.
14. Alderman and Mrs. Hudson, Alderman and Mrs. Bulmer.
15. Alderman and Miss Imeson, Councillor and Mrs. W. Imeson.
16. Alderman and Mrs. Sadler and party.
17. Alderman and Mrs. Stephenson, Alderman Bell, Councillor Wilson.
18. Alderman Dunning, Alderman Archibald, Town Clerk of Middlesbrough, and Rev. J. K. Bealey.
19. Alderman Williams, Henry Thompson, Esq., J.P., Thomas Brentnall, Esq., J.P., Mr. W. Jenkins.
20. Councillor and Mrs, Hanson and party, with B. Samuelson, Esq., M.P.
21. J. T. Belk, Esq., and Mrs. Belk.
22. 23. Mr. and Mrs. H. G. Reid, C. N. Kennedy, Esq., and party.
24. John Gjers, Esq., J.P., and party.
25. E. Wethey, Esq., George C. Whitwell, Esq.
26. Lord Mayor of York, Sheriff of York, Mayor of Newcastle, Sheriff of Newcastle.
27. Mayor of Darlington, Town Clerk of Darlington, Mayor of Hartlepool, Town Clerk of Newcastle.
28. Mayor of Leeds, Mayor of Scarborough, Town Clerk of Scarborough, Town Clerk of Stockton.
29. Charles M. Palmer, Esq., M.P., Arthur Pease, Esq., M.P., Theodore Fry, Esq., M.P., Mrs. Fry.
30. I. L. Bell, Esq., Henry Tennant, Esq., W. Fallows, Esq.
31. Captain Young, J.P., Josiah T. Smith, Esq., Sir James Ramsden, T. Richardson, Esq., M.P.
32. The Mayor and Mayoress of Middlesbrough and the Misses Willman.
33. Raylton Dixon, Mrs. Dixon, Mr. and Mrs. Thomas Vaughan.

A body of police closed the procession. As the last of the procession left the Market an immense crowd joined in and followed in a great mass that filled the streets, only

slightly lessening as it wound along. The route was by South-street and Sussex-street, and perhaps the best view of the procession in the town was as it wound under the triumphal arch opposite Alderman Imeson's premises. This, by-the-bye, with its fine decorations, and its portraits of notable men—trading, municipal, and religious—in Middlesbrough, was much admired. Following the band were the Nottingham Order of Oddfellows; then the Buffaloes, with a gaily-decorated banner; the Boilermakers, whose flags, tools, shell plate, main deck, mid-ship, beam, and other sections of ships attracted much attention, as did also a fine model of a schooner-rigged vessel, the "Jubilee" of Middlesbrough, made by Mr. Thomas Kelly (plater at the Cleveland Shipyard), Elliot-street. The Shepherds, with their grass green sashes, and printed white badges thereon, were a numerous and admired Order; and the neat turn-out of some of the sections of Oddfellows with fan scarves provoked great and appreciative comment. A novel feature was introduced by the Order of Druids, who were led by twelve pretty little girls and 27 boys neatly dressed. The Foresters walked out in bold green; and, after the less florid Sons of Temperance—sober, as usual—the National Independent Order of Free Gardeners introduced a novelty in the shape of a decorated and freely-ornamented conveyance, attended by gaily-dressed children, who might be said to be properly styled "roses of Paradise," like the lodge they were associated with. After the Good Templars, freely decorated, like most of the others, with badges and many letters "mystic and wonderful," the carriages of the invited guests came. Seen through the dense living lane that lined the streets—a lane defined by the tapering Venetian red-clothed masts, the pendant flags, and full houses, enlivened by greenery and decorations, and

every window well peopled—the procession wound down Sussex-street a blaze of changing colours, and there it turned off to Bridge-street East, whilst the eye wandered on through the now thinly-peopled lane made by Linthorpe-road. Continuing through Albert Bridge and Exchange-place, the procession left the centre of the town by Marton-road and Grove Hill-road, where it was joined by carriages containing

His Grace the Archbishop of York.
Mrs. and Miss Thompson.
Lord Frederick Charles and Lady Cavendish.
Mr. and Mrs. C. F. H. Bolckow.
Mr. H. F. Pease.
Lady Brassey.
Mr. and Mrs. Fred. Milbank.
The Misses Milbank.
The Hon. Chas. Jas. and Mrs. Dundas.
Mr. and Mrs. Wyllie.
Mr. A. and Miss Wyllie.
Mr. Mann.
Mr. Max Bolckow.
Mr. Henry Bolckow.
Miss Harriet Bolckow.
Miss Maude C. Bolckow.
Master C. and Miss C. Bolckow.
Miss Sheil.
Mr. Henry Birkbeck.
Mr. J. L. Wharton.
Mr. J. Dent-Dent.
Mr. V. Hamlyn;

and thence the procession continued its way to the Park. All along the route it had been welcomed with effusion, cheers being again and again raised as some recognised guest passed, and along the route there was a prodigal display of bunting, from the familiar "Prosperity to Iron-opolis" to the less frequent "Health to the Ladies" which one worthy milliner displayed.

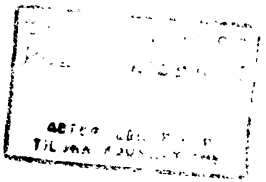
PLANTING OF TREES AT THE PARK.

For several hours before the procession was expected to arrive at the Park the walks and entrances presented a very animated appearance. Perhaps these people expected that by getting there early they would have a better chance of obtaining a glance at the different incidents about to take place. At any rate, the great bulk of them quietly took possession of the points of special vantage. Thus the west side of the east lake was impassable, so great was the assembly at this part. No sufficient arrangements for controlling the crowd were made, and the consequence was that as soon as the Mayor, followed by Lord F. C. Cavendish, M.P., Mr. F. Milbank, M.P., Mr. and Mrs. Carl Bolckow, the Archbishop of York, the Hon. J. C. Dundas, M.P., and several ladies, had arrived in the space cleared for them, the crowd broke through the barriers, and pounced on to the little knot of gentlemen who were going through the ceremony. Lord Frederick Cavendish was presented by the Park Keeper with a pair of gardening gloves, and, taking the spade in his hand, he commenced to pull the earth around the root of the tree, which had been raised by the attendants. A ringing cheer was then sent up, and Lord Frederick planted a tree in commemoration of the Jubilee of Middlesbrough. A second tree was also planted by the Mayor.

UNVEILING THE STATUE.

As early as two o'clock an immense crowd began to assemble around the barricades which encircled the statue, and by three o'clock there was one solid mass of humanity completely filling Exchange-place, Marton-road, Wilson-street, and streaming up the streets which branch off in different directions. The grand stand, situated near the

site of the statue, was crowded with the *elite* of Middlesbrough, Stockton, Darlington, and the district generally. Among those present we noticed the Archbishop of York, Lady F. C. Cavendish, Lady Brassey, Sir James Ramsden, Mrs. Thompson, the Lord Mayor of York, the Mayors of Middlesbrough, Leeds, Newcastle, Hartlepool, Darlington, and Scarborough, the Sheriff of York and the Hon. J. C. Dundas, Hon. Mrs. Dundas, Mr. Joseph Cowen, M.P., Mr. Bulmer, Mr. B. Samuelson, M.P., Mr. C. M. Palmer, M.P., Mr. J. W. Pease, M.P., Mr. Arthur Pease, M.P., Mr. Joseph Dodds, M.P., Capt. M. B. Dodds, J.P., and the Misses Dodds, Mr. Isaac Wilson, M.P., Mr. H. G. Reid and Mrs Reid, Mr. C. J. Coleman, Mr. C. F. H. Bolckow, J.P., D.L., Mrs. Bolckow, Mr. David Dale, Mr. William Fallows, Canon Shanahan, Mr. Henry Bolckow, Mrs. Jno. Bell, Mr. Morton Hedley, &c., &c. It was estimated that not fewer than 120,000 people were in Middlesbrough during the day. The first part of the procession arrived in the triangle at ten minutes past three, and commenced to take up the several positions allotted to them outside the barricades. Over twenty minutes were occupied in the arrival of the procession, and in the meantime the fine brass band and skilful pipers of the Middlesbrough Rifle Corps discoursed a choice selection of appropriate music, under the *baton* of Mr. H. Milburn, the conductor. The interesting proceedings connected with the unveiling were ushered in amid one long roar of cheers rolling from point to point like the echoes of distant thunder. Every coign of vantage in the neighbourhood—every window, every prominent point of every house, office, and shop from which a sight of the statue could conveniently be obtained—had been eagerly seized upon, and the myriads of heads to be seen in all directions was a sight never to be



LORD FREDERICK CAVENDISH.

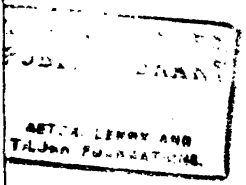
forgotten. Amid all this immense enthusiasm, the utmost order and good humour was an observable and pleasing feature of the occasion. The vehicular part of the procession was of such length that it took quite three-quarters of an hour to put down the long array of distinguished persons at the gate of the grand stand. The numerous gentlemen prominently concerned in this part of the programme having taken up their positions on a raised dais.

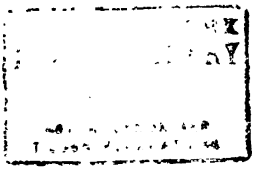
Mr. W. FALLOWS, as Chairman of the Statue Committee, said: My lord, ladies, and gentlemen,—It is part of my duty to express to Lord Frederick Cavendish the sincere thanks of the Committee for the great honour which has been conferred upon them by the presence of Lord Frederick Cavendish. (Cheers.) Without further delay, I have to ask his lordship to unveil the statue. (Loud cheers.)

Lord FREDERICK CAVENDISH, on rising, was received with loud applause. He said: Mr. Mayor, ladies, and gentlemen,—I have been called upon to unveil this statue. Before so doing, allow me to express my sense of the honour which has been conferred upon me in asking me to take so prominent a part upon this auspicious occasion. I can only account for being so honoured by the fact that I am closely connected with the West Coast, and that I am a representative of the iron industry of Lancashire on this occasion. I heartily wish you God-speed in the race which Middlesbrough is running with us as to which shall best maintain the commercial and industrial supremacy of our country. (Applause.) One other qualification I have—namely, as the son of one who has been connected from its very earliest days with a sister city—(cheers)—which is running in the race with you. We can well appreciate the requirements—the elements that are required—to build up such a centre as this; and we can fully appreciate the

qualities of the men who have founded it. (Cheers.) It is, indeed, a most happy coincidence that on this occasion, when you are commemorating the fiftieth birthday of your town, this statue should be ready for inauguration. It is well on these occasions that we should bear in mind those people to whose energies and position our present prosperity is due; and, among all the founders of Middlesbrough, everyone will agree that none held a more conspicuous place than Henry Bolckow, whose statue I shall unveil in a moment. (Applause.) You require great natural resources; you require the appliances which modern science has placed at your hands; but never let us forget that these alone are not sufficient;—you require the energies, the enterprise, and the courage of men; and it is because the founders of Middlesbrough have been pre-eminently endowed with these qualities that its marvellous creation is due; and with every epoch in your history since the creation of your town the name of Henry Bolckow is inseparably connected. It was he and his partner, John Vaughan—(loud applause)—who first founded the ironworks in your district; it was he again, with the same John Vaughan, who first drew upon the inexhaustible resources of your Cleveland iron district; again, it is the Company which bears the same name that has adapted itself to the requirements of the time, and turned steel, which it was thought at one time might be your enemy, into a powerful coadjutor. (Loud cheers.) On this occasion it is right, therefore, that you should assemble to pay honour to a man who has done so much for you; and, therefore, I ask you, one and all, to join with me in giving one hearty cheer as we unveil the statue.

Amidst loud and prolonged cheering, Lord Frederick Cavendish removed the veil from the statue, the principal


ACTA LEROY AND
TALJAN FOUNDATIONS



inscription on which was surrounded by a wreath forwarded from Mecklenburg.

Mr. Henry Fell Pease then said: No one regrets more than I do the circumstances that prevent Mr. J. W. Pease discharging the duty that devolves on me—that is, to present, on behalf of the Middlesbrough Owners, the land upon which this statue has been erected. In doing so, I know that my co-owners as well as myself feel proud in being able to hand over the piece of land to the Corporation of Middlesbrough for such an excellent purpose—to do honour to a gentleman to whom so much honour is due, and who had so much to do with the early history of the town and trade. (Applause.) It is not necessary for me to go into the history of that body which first bought up some 480 acres of land in this neighbourhood. Suffice it to say that some of them saw even at that early date that this was the site upon which a great town would arise; but nobody could foresee the extent to which it would increase, and that we should see what we see to-day —a city of between fifty and sixty thousand inhabitants, dependent in the main upon the multitude of iron-works—and I hope soon to say steel-works—in the neighbourhood. (Applause.) Some years ago many present rejoiced with us at Darlington in celebrating the Railway Jubilee; and the two towns have not only been closely connected in social, but also in commercial undertakings—(applause)—and we who are present to-day congratulate you and rejoice with you in the celebration of your fiftieth birthday. (Cheers.) And now, Mr. Mayor, I have great pleasure, on behalf of the Middlesbrough Owners, in presenting to you the deed of conveyance of the piece of land on which we now stand, and trust that this memorial will be a lasting monument to the man whom you delight

to honour, and that you, Mr. Mayor, will have long life and happiness, and that your successors may have the felicity of seeing this important Borough of Middlesbrough increase and flourish. (Loud and prolonged applause.)

Mr. JOHN PEACOCK (one of the secretaries of the Statue Fund) was then called upon to read the following extract from the deed of conveyance:—The deed of conveyance of the Bolckow Statue and the site bears date the 6th day of October, 1881, and is made between Joseph Whitwell Pease, M.P., and Arthur Pease, M.P., of the first part; Henry Fell Pease of the second part; William Fallows, Isaac Wilson, M.P., Joseph Dodds, M.P., Edward Windsor Richards, Thomas Hugh Bell, Thomas Henry Richardson, Hugh Gilzean Reid, Eugene Wethey, James Jennings, and John Peacock, members of the Bolckow Statue Committee, of the third part; and the Mayor, Aldermen, and Burgesses of the Borough of Middlesbrough, therein called the Corporation, of the fourth part. The deed begins by stating that on the 16th day of July, 1878, a meeting of persons interested in the object in question was held in the Board-room of the Royal Exchange, in Middlesbrough, at which the following resolution was passed:—"That, with a view of giving effect to the generally prevailing desire of perpetuating the memory of the late Henry William Ferdinand Bolckow, Esq., M.P., this meeting is of opinion that the most effectual way of carrying out this desire will be by the erection of a statue, and recommends that subscriptions be solicited from the public generally for carrying this object into effect." The deed then goes on to state that the parties of the third part were appointed a committee for carrying into effect the above resolution; that the committee raised by voluntary subscriptions the sum of £1,400 and upwards for the purpose of a statue, to

be placed in some public position in the town of Middlesbrough; and the execution of the statue was entrusted by the committee to Mr. David Watson Stevenson, of 2, Castle-terrace, Edinburgh, A.R.S.A.; and that the statue has now been completed according to models and designs approved by the committee. The deed then goes on to state that the committee, being satisfied that the ground upon which the statue now stands was the most suitable site for the purpose, made application to the Messrs Pease to know on what terms they would dispose of the same; that the Messrs Pease offered to make a gift of the land to the committee, and to convey the same to them, or as they should direct, and the committee accepted the offer, and requested the Messrs Pease to convey the land to the Corporation of Middlesbrough, and the Corporation have signified their consent that the land should be conveyed to them; that the statue has accordingly been erected on the land, and it is intended that the same shall be this day unveiled by Lord Frederick Cavendish, M.P.; that after the statue shall have been unveiled it is intended that it shall be surrounded by an octagon enclosure, formed of iron railings fixed to a granite kerb, and that the remainder of the site shall be covered with flags, and remain an open and public place dedicated to the use of the public for ever. The Messrs Pease then, at the request of the committee, convey, and the committee ratify and confirm, unto the Corporation the land in question and the statue erected thereon upon the trust following:—"Upon trust that the land shall be used as, and for ever hereafter remain, a site for the statue; and where the ground is not occupied by the statue and iron railings enclosing the same, upon trust that the same shall be used as an open and public place dedicated to the use of the public for ever; and upon trust that the statue, railings,

and open place shall be for ever hereafter maintained, preserved, and kept by the Corporation, their successors, and assigns accordingly."

The Mayor of Middlesbrough, taking the deed, said: Your Grace, my lord, ladies, and gentlemen,—In accepting, on behalf of the town, this graceful statue and the site on which it stands, I have to express the warmest thanks of the inhabitants to Mr. J. W. Pease and Partners for promptly and generously giving this valuable site when it was found by the Corporation that another spot suggested by the committee was unsuitable; and I am sure you will all join with me in expressing our deep regret that one who has taken such a deep interest in the proceedings of this day is unable to be with us during the whole of the proceedings—(hear, hear)—and you will join with me in conveying to him and his family our profoundest sympathy in their sad loss. I have also to thank Mr. Fallows, the Chairman of the Committee, and the subscribers to the Statue Fund, who embrace all classes, from the rich iron-master to the horny-handed working man. I accept this splendid gift on behalf of the town of Middlesbrough. It will stand here for ages as the memorial of one who tried to advance the well-being of the people, and as bringing before the young men of this town a worthy example of industry, probity, straightforwardness, and devotion to the service of the people which they ought to study and to follow. (Loud cheers.) To you, Mr. Pease, and to Mr. Fallows, and to all who are connected with this good work, I tender our heartiest thanks. (Applause.)

Mr. C. F. H. Bolckow: My Lord Archbishop, my lord, Mr. Mayor, ladies, and gentlemen,—The occasion which has brought us together at the present time is, I need hardly say, one of the greatest possible interest to myself

as well as to my aunt, Mrs. Bolckow, and to every member of my family; and this public tribute to my late uncle's memory is in the highest degree gratifying to us all. Coming to Middlesbrough, as he did, an entire stranger to it and to its inhabitants, we naturally feel proud that in a comparatively short time he attained the highest distinction that those amongst whom he had cast his lot had it in their power to bestow. The first Mayor of this important borough after its incorporation, he also enjoyed the proud distinction of being returned as its first representative in Parliament after its enfranchisement by the undivided suffrages of the constituency, an honour which was afterwards renewed by an overwhelming vote of the electors. The present tribute to his memory affords a further and convincing proof that his genuine and constant interest in the prosperity of his adopted town and in the welfare of its people are so well appreciated now that he has been removed from our midst. As the adopted son of my uncle, I regard his memory with almost filial affection, and I entertain the deepest gratitude for so enduring a mark of respect to his memory. This statue will be frequently in my view, and will remind me of him whose memory it is designed to perpetuate. It will be an incentive to me to endeavour to walk in his footsteps, and to be deemed by those amongst whom I am placed not unworthy of the inheritance of material wealth which he has bestowed upon me and the great name he has left behind him. (Hear, hear.) I cannot sufficiently express my thanks to all who may have been in any way concerned in the erection of this statue. To those by whom it was suggested and designed my thanks are first due. I have to thank, also, those who have so liberally and with so much heartiness and promptitude subscribed the

necessary funds for its execution and erection. I have next to acknowledge the kind services of Mr. Fallows and the other members of the committee who undertook to carry out the wishes of the subscribers, and who have, in what I know has been a labour of love to them, carried out in the most admirable manner the duties they undertook. To my friend Mr. Pease and the other members of his family, to whom we are indebted for this most suitable and commanding site, I beg to express my sincere thanks; and I have equally to thank you, Mr. Mayor, and Mr. Alderman Stephenson, the Chairman of the General Purposes Committee, and the members of that Committee, and of the Council generally, for the hearty concurrence in all that has been proposed, without which no satisfactory result could have been accomplished. To Mr. Stevenson, for the admirable piece of statuary in which he has given effect to all preceding labours and desires, I must also offer my warmest thanks. The merit of the statue as a work of art is only excelled by its accurate reproduction of the original. Above all, I feel that I can never adequately thank you, Lord Frederick Cavendish, for having so graciously accepted the invitation of the committee, and of the local authorities and myself, and added dignity to our proceedings by your presence amongst us. That you should have done so at the close of one of the longest and most arduous sessions ever known, during which your attention to the duties of your important office were so constant and unremitting, and at a time when you might have hoped to enjoy that quiet and rest much earned and much needed, forms an additional claim upon my—and I think I may add our—gratitude. (Hear, hear.) Our gratification that you have been willing and able to be with us to-day and to unveil this statue is enhanced by many

circumstances. We do not fail to remember that you are the son, and on this occasion the representative, of your honoured father, who has not thought it unworthy of his illustrious birth, his distinguished career, and his high position generally to associate himself with others in the creation and the development of an industrial district similar in many of its leading features to that by which we are surrounded. (Hear.) We know that your lordship personally has been one of the leading spirits in the development of the district to which I have just referred; and last, but not least, you fill a most important and responsible position in the Government of the day. I hope I may be permitted to add that I know the pleasing recollections my uncle always entertained—and which we who are left shall always entertain—of your visit to this district when you accompanied the Duke of Devonshire upon the occasion of his presiding over the first annual meeting of the Iron and Steel Institute, and when you were the guests at Marton Hall. For all these reasons I tender you my heartfelt and grateful thanks for your presence, and for unveiling this statue. To one and all who have been in any way associated in the work now completed I repeat my warmest acknowledgments; and I assure you that the events of this day, and its associations and teachings, will be held in lasting and grateful remembrance by me and by every member of my family. (Cheers.)

Herr F. Mann said: His Royal Highness the Grand Duke of Mecklenburg-Schwerin has given me the honourable position to offer this wreath to the genius of the man whose statue has been unveiled here. (Applause.) Blucher and Moltke were born and educated in Mecklenburg, an everlasting bright star in Germany; and now the population of this town is assembled to celebrate the unveiling of the

statue of a man born in Mecklenburg, and one of the pioneers of that industry which has raised Middlesbrough to the leading position it now holds in the iron trade. We see in the works of Messrs Bolckow and Vaughan an army of nearly 15,000 men, and we now honour him whom we have here before us in this statue, and whose qualities, when alive, so commended themselves to us; but the greatest and best memorial this man has planted in our hearts is his true Christian love, that never ceased to give out until his own heart beat no more. (Applause.) Not only in this town and country are there existing witnesses of his benevolence, but he also remembered the country where he was born; for by his will he bequeathed such princely gifts to the charities of our fatherland that His Royal Highness the Duke of Mecklenburg-Schwerin, to show his high appreciation, desired me to express by this wreath how sincerely he shares with Middlesbrough in the tribute of honour paid to the memory of the late Mr. Bolckow. (Loud applause.)

Mr. Alderman DUNNING, on behalf of the Portrait Committee, requested Mr. J. W. Pease to present the portraits. He said: I have been requested by the Portrait Committee to ask you to unveil the portraits contained in these cases. At the time it was announced that this statue would be unveiled it was thought to be a fitting time for the presentation to the town of the portraits of two gentlemen one of whom was one of the originators of the town, a man whose memory is still revered. I allude to your late father, Mr. Joseph Pease. (Cheers.) The other is the portrait of one whom I am proud still to call an old friend, and whom many others also, I am sure, will recognise as such. We think that the Town Council Chamber would be incomplete unless it had, along with the portraits of Mr. Bolckow,

Mr. Vaughan, and Mr. Pease, the portrait of Mr. Fallows. He has said that Middlesbrough had no forefathers; but we claim him to be one of ours. He was one of the first in the town; he was present at the first shipment of coal which took place; and he has now come to be known as our historian; and I think we shall do honour to ourselves in asking you, sir, to present his portrait, with the other, to the town. (Hear, hear.)

Mr. J. W. Pease, M.P.: Mr. Mayor, your Grace, Lord Frederick Cavendish, and ladies and gentlemen,—I have attended here this afternoon at some little sacrifice of personal feeling, in which I know I have the sympathy of those by whom I am surrounded—(hear, hear)—but I feel that the invitation so kindly extended to me some time ago became no longer a question of private feeling, but one of public duty. (Cheers.) I can assure you, sir, and the many thousands by whom I am this day surrounded, that no one has entered more earnestly and more heartily into that which we do to-day, and to the commemoration of this day, than I have done. I have the honour, Mr. Mayor, to hand to you the portraits of two men in whose life the whole history of Middlesbrough is written. (Hear, hear.) In 1827 I find in my father's diary that for the whole morning he argued the question before the then Stockton and Darlington Board whether it would not be wise to proceed further down the river in order to obtain deeper water for the purpose of a port for this rising district. He ends his diary:—"All were at last convinced, though many who came to oppose me told me so honestly afterwards." In 1830 this railway was opened; in 1832 there met in Newcastle these three men whose names have been brought before us to-day. In the Christmas of 1832 John Vaughan, Henry Bolckow, and Joseph Pease met in a little room I

well know in Pilgrim-street, Newcastle. I believe all these men might be called sanguine men; but there was not one of them so sanguine as to suppose that that which they agreed to do would bring about such a collection of people as I see before me this day, or make Middlesbrough no longer a mere marsh by the side of a river, but a port, a mart of nations, the first place—I think Lord Frederick Cavendish says—for the iron trade in this country. My honourable friend also appears in the diary to which I have alluded. I find in 1831 the history of a long conference about lighting the River Tees. My hon. friend, who still survives those gentlemen of whom I have spoken—by reason of strength, for he is fourscore years—urged the lighting of the river, and he has stuck to it for fifty years—(applause)—and I only hope he may go on living amongst the people who have gathered around him—living respected as he has done, and dying with a memory that will not be forgotten. (Applause.) As regards my friend, there has nothing taken place in Middlesbrough or in this district for the good of the place, for the deepening of the river, for making that river a port which he found merely a resort for trading colliers—he has for fifty long years been labouring for that, and helping forward all improvements in this district; and, therefore, when I say that I most heartily unite in this presentation, it is certainly to place before succeeding generations the portraits of those with whom many of us have lived, and with whom many of us have laboured. But when we speak of the founding of Middlesbrough by the four men I have alluded to, no man who looks around him on such an occasion as this can fail to remember that they have been seconded by hard work and earnest thought—they have been seconded by engineers-in-chief, by intelligent foremen, by toiling

artizans—(applause)—and when I mention these last, it is with the belief that they are still the backbone of England and the backbone of the iron trade. (Loud and continued cheers.) When those portraits are handed down to future generations, it is not merely those names or those men or this statue which will be looked at. They are representative of parts of the great army of which England is so proud, who have won peaceful victories by sea and land, who have been amongst those who have achieved the triumph of mind over matter, and brought England to its present proud position amongst the nations of the world. They are to teach to succeeding generations that if work is to be accomplished men are not to sit with their hands folded on their knees, but that it is their duty to do something else. It is because these men did honestly what they undertook, and persevered, that they succeeded. I, who had a very humble share in the smallest labours of some of these men, know they were often accomplished by very toilful days and by nights often devoid of sleep. (Applause.) I feel that you and those whom you represent will cherish these portraits and this statue, and I hope before long they will be supplemented by some similar token of the existence of my late friend, Mr. John Vaughan. (Loud applause.) I am sure, Mr. Mayor, my successor will cherish these portraits; and if ever the day comes when the wealth of those hills becomes exhausted by the toil of thousands—if such a day comes, and the future generations of Middlesbrough say, not "I shall be," but "I was;"—even then these portraits will be cherished, the work of to-day will be remembered, and that statue will remain as a memory of the past. (Applause.)

The Mayor, in taking the gift on behalf of the town, said:

In accepting the two portraits, that of Mr. Joseph Pease, who was certainly one of the founders of this important borough, and the other of Mr. Fallows, our venerable friend, who is still working amongst us—(applause)—you will allow me to express our sincere thanks to all who have assisted in carrying out this appropriate part of the day's programme. (Cheers.)

The Mayor a moment later turned to the assemblage and said: Before separating I must sincerely thank those who have taken the trouble in carrying out the whole programme throughout the day. To them all, on behalf of the Corporation, I tender our kindest and heartiest wishes. (Applause.)

At the suggestion of the Mayor, three hearty cheers were then given for the Jubilee and the occasion, and "one more" was given for his Worship; and the daughters of Mr. C. F. H. Bolckow, led by the Sculptor, gracefully placed some floral wreaths, the product of their own hands, on the pedestal of the statue.

Thus terminated this part of the day's proceedings.

THE BANQUET.

The appearance of the Royal Exchange on Thursday evening when the guests had assembled was one which will not be soon forgotten. Although there had been no attempt at decoration, several illuminated devices added a charm to the scene. The Mayor (Mr. Councillor Charles Willman) occupied the chair, and he was accompanied at the cross-table by the Mayoress, the Archbishop of York, Lord Frederick and Lady Cavendish, the Hon. J. C. Dundas, M.P., Mr. and Mrs. F. A. Milbank, M.P., Mr. H. Fell Pease, Lady Brassey, Mr. Carl Bolckow, Mr. J. Dent-Dent

(Chairman of the North-Eastern Railway Company), and Mr. John Lloyd Wharton (Chairman of the Durham Quarter Sessions). Mr. Joseph Cowen, M.P., was also present. The vice-chairmen were Major Dixon, Alderman Williams, Colonel Sadler, Alderman Stephenson, Councillor Hanson, Mr. John Peacock, Mr. G. Bainbridge (Town Clerk), Mr. J. T. Belk, and Alderman John Dunning. The following is a list of guests who accepted invitations:—

Anderson, Dr. and Mrs.
Angus, J. (Mayor of Newcastle)
Albrecht, R.
Alexander, J. W.
Armstrong, J. M.
Atkinson, B. C.
Bainbridge, G. (Town Clerk of Middlesbrough)
Barningham, T. (Darlington)
Balmer, W. P.
Barritt, Councillor J.
Bealey, Rev. J. K.
Belk, Thomas (Town Clerk of Hartlepool)
Belk, J. T., and Mrs.
Birkbeck, Hy. (Norwich)
Bell, T. H.
Bell, I. L.
Bell, Mrs. I. L.
Bell, J., and Mrs. (Saltburn)
Blessley, W. H.
Bolckow, C. F. H.
Bolckow, Mrs.
Bolckow, Miss
Bolckow, M.
Bosher, W., and Mrs.
Bray, Robert, and party
Brassey, Lady
Brown, James, and Mrs.
Brown, John (Stockton)
Brentnall, Thomas, J.P.
Burnett, W. H., and party
Breckon, J. R. (Sunderland)
Brewster, Jno.
Brewster, F.
Bulmer, Alderman W., and Mrs.
Bulmer, W.
Bulmer, J. A.
Bulmer, A. W.
Bulmer, W. R.
Burslem, Chas.
Cavendish, Lord F. C.
Cavendish, Lady F. C.
Carr, Rev. J. W. H., and Mrs.
Carter, Thos., and Mrs.
Chapman, Councillor H.
Close, Frederick
Cowen, J., M.P. (Newcastle)
Connal, W., Junr.
Cook, F., and party
Cowper, W. H., and Mrs.
Clephan, T. R., and Mrs.
Cooper, J. V.
Coleman, J. C. (Middlesbrough Stipendiary)
Collingwood, Councillor M. G.
Curry, Dr.
Dent, J. L.
Dent, Thos. R., and Mrs.
Dent-Dent, J. (York)
Dundas, Hon. J. C.
Dundas, Mrs.
Dodds, J., M.P. (Stockton)
Dodds, The Misses

Dodds, Councillor M. B. (Stockton)
Dobbs, H.
Dale, David (Darlington)
Dippie, George (Town Clerk of Scarborough)
Dawson, E.
Downey, A. C., and Mrs.
Draper, J. H. (Stockton)
Dickens, W.
Dunning, Alderman J.
Dixon, Raylton, Mrs., and party
Dixon, Waynman
Dixon, T.
Dorman, A. J.
Davison, R.
Davison, T. C.
Douglas, J.
Don, Miss
Eaton, Councillor W.
Ellerton, Dr.
Fallows, W.
Fry, Theodore, M.P. (Darlington)
Fowler, J. (Stockton)
Faber, H. G. (Town Clerk of Stockton)
Fidler, Alderman I., and Mrs.
Forster, W. (Darlington)
French, H. (Coatham)
Gilkes, E.
Gilkes, Mrs.
Gilchrist, John
Groves, J. (Hartlepool)
Gravely, A. C.
Glen, Dr.
Greenhalgh, J. B.
Hedley, Dr., and Mrs.
Hedley, H. M., Mrs., and party
Hallam, Alf., and Mrs.
Hammond, R., and party
Hammond, J.
Hildreth, W.
Hallam, Thos.
Harris, A.
Horsley, John (Mayor of Hartlepool)
Head, C. A. (Stockton)
Hearse, Geo.
Harrison, T. E. (Chairman North-Eastern Railway)
Hood, Thos., and party
Hutchinson, T. C.
Hinton, Councillor A.
Hanson, Councillor W., and Mrs.
Hawdon, W.
Hornung, T., and Mrs.
Hornung, J. P., and Mrs.
Hudson, Alderman W., and Mrs.
Hall, J.
Harrison, Jos.
Hird, W. W.
Harkewitz, H., and Mrs.
Hart, J., and Mrs.
Imeson, W., and Mrs.
Imeson, T., and Mrs.
Ingham, W. T.
Jervelund, C. A., and Mrs.
Jackson, C.
Jones, E. F., and Mrs.
Jennings, J., and Mrs.
Jordison, H. A., and Miss
Jordison, J.
Ketchen, Dr., and Mrs.
Kirk, R., and party
Kennedy, C. N. (London)
Knowles, Ald. A. C. (Stockton)
Kaye, Rev. A.
King, Councillor W.
Kirby, E., and party
Lennard, Jno. M., and party
Lennard, J. M., Junr.
Longstaffe, S.
Lock, Dr., Coatham
Livingston, Councillor J.
Latham, E. D.
Long, A. De L.

Lord, Councillor T.
Longbotham, Dr.
Lee, George
Mackenzie, C. D., Mrs. and party
Mackay, W.
Middleton, J.
Macnay, J. E. (Darlington)
McLeod, W.
Milbank, F. A.
Milbank, Mrs.
Milbank, Miss
Mann, A. F. (Mecklenburg)
Morrell, J. (Mayor of Darlington)
Motum, H. M. (Town Clerk of Newcastle)
Mildred, Councillor F. W., and Mrs.
Minchin, C. H.
Muller, C. E.
McLauchlan, Councillor J.
Malcolmson, Dr.
Marshall, J. G.
Murray, M., and Mrs.
Neesham, Geo., Mrs., and party
Obermann, E. (Middleton St. George)
Peat, W. B.
Paterson, M.
Petrie, — (Stockton)
Pybus, G. E.
Parrington, H. G.
Parrington, Thomas (Helmsley)
Parrington, Leonard (Yarm)
Petchell, Wright, and Mrs.
Peacock, Jno.
Park, W. C., and party
Plews, J. (Darlington)
Potter, — (London)
Pratt, R. L. (Darlington)
Pauls, Uvo
Pattison, W.
Rutherford, J. (Kirkleatham)
Rowland, Rev. E. H.
Roe, W. (West Hartlepool)
Ramsden, Sir James (Barrow)
Rammell, T. W. (London)
Rowntree, the Right Hon. J. S. (Lord Mayor of York)
Richards, R. (Sunderland)
Richards, W., and party
Richardson, J., J.P.
Richardson, T., M.P. (Hartlepool)
Richardson, T. H., and Mrs.
Roberts, R., and Mrs.
Robinson, H.
Reid, H. G., Mrs., and Master P. J. Reid.
Rushford, Councillor J.
Rayner, W.
Rogerson, J.
Rose, Hugh., Junr. (Edinburgh)
Sadler, Lieut.-Col., and Mrs.
Samuelson, B., M.P.
Samuelson, N., and party.
Stevenson, W. D. (Edinburgh)
Stephenson, Ald. R.
Stephenson, Mrs.
Stevenson, Major J.
Stevenson, Mrs.
Swan, J. G., Upsall Hall
Simpson, W.
Sutherst, T. (Guisborough)
Stothart, J. (Stockton)
Stubbs, J. R.
Sewell, John
Stainsby, R.
Sewell, W.
Simmons, E.
Simpson, R. S.
Scrafton, R.
Swan, H. A., and Mrs.
Swan, E., and Mrs.
Sanderson, Councillor T.
Settle, J., Stockton.
Sims, C. T.
Sherrington, Chas.

Smith, Josiah T. (President Iron and Steel Institute), Barrow
Smurthwaite, Jno.
Thomson, T. J. (Stockton)
Taylor, W., and party
Talbot, the Hon. R.
Torbock, Jos.
Thompson, R. (Sheriff of York)
Town Clerk of Darlington
The Sheriff of Newcastle (Richardson, J.)
Tennant, Henry (York)
The Archbishop of York
Thompson, Mrs.
Thompson, Miss
Thorrold, S. E. (South Stockton)
Taylor, Councillor W. L.
Thompson, J.
Tutt, —
Thompson, Wm.
Taylor, J. H.
Vaughan, Thos., and Mrs.
Wallace, E. T. (Stockton)
Ward, T. H.
Walker, W. E., and party (Coatham)
Walker, Councillor
Walker, Hew
Whitwell, W. (Stockton)
Whitwell, G. C., J.P., and party
Willman, Councillor C. (Mayor of Middlesbrough), and Mrs.
Wharton, J. L. (Tadcaster)
Wyllie, James, and Mrs.
Wyllie, A. (Banbury)
Whittaker, Thos. (Mayor of Scarborough)
Wood, C., and Mrs.
Wilson, Misses
Wilson, T.
Walton, J.
Wethey, E.
Weighell, C.
Ward, T. F.
Wild, J., and party
Williams, Alderman E., and party
Williams, Dr.
Wrightson, Thos. (Stockton)
Wilson, R. (Darlington)
Wilson, Councillor J. F.
Wilson, I., M.P. (Middlesbrough)
Wilson, Mrs. I.
Wilson, D. D.
Watson, W.
Watson, Geo., J.P.
Watson, J., and party
Watteau, E.
Young, Captain.

Grace having been said by the Archbishop of York,

The Mayor (Councillor Willman), who was received with rounds of applause, proposed the first toast—"The Queen." He said: My lord, ladies, and gentlemen,—The toast which I have the pleasure to propose is one of which every Englishman is justly proud: I refer to the Queen. (Applause.) May she live happily for many years to reign in the manner she has heretofore. (Hear, hear.)

The toast was then drunk, the band playing the National Anthem.

The Mayor said: My lord, and ladies and gentlemen,—The next toast I have the pleasure and honour of placing before you is "The Prince and Princess of Wales and the other members of the Royal Family." We all sincerely trust that the eldest son of Her Majesty will, whenever occasion calls for it, and may it be a long time before it does—(applause)—rule over us in the same manner as his mother has done before him. (Cheers.) He has shown himself well fitted to carry out the trust which will probably some day be reposed in him. With respect to our Prince—Prince Arthur—(applause)—for I suppose every Middlesbrough man will call him "our Prince," as he came some years ago to open the splendid Park we have been over this day—I trust, ladies and gentlemen, that you will drink his jolly good health, and that you will give a bumper to the Prince and Princess of Wales and the other members of the Royal Family. (Loud applause.)

The toast was drunk with three cheers.

The Mayor (continuing) said: My lord, ladies, and gentlemen,—Before the speeches of this evening are given to you I should like to mention that some of the gentlemen who were invited to this banquet in celebration of the Middlesbrough Jubilee have written to me expressing their great regret at their inability to be present on this auspicious occasion. Various reasons are assigned for their non-attendance, the chief being "unavoidably prevented," "other previous engagements;" but they everyone agree in expressing their sorrow at not being able to attend. (Applause.) I have received telegrams and letters of apology for non-attendance from the Earl and Countess of Zetland, the Earl and Countess of Feversham, the Marquis and Marchioness of Londonderry, the Right Hon. W. E.

Gladstone, Mr. J. R. Lowell (American Ambassador), Viscount Helmsley, the Hon. F. W. Lambton, Sir F. Herschell, Mr. J. T. Wharton, Admiral Chaloner, Major Stapleton, Mr. Siemens, Sir H. Bessemer, Sir John Lubbock, Professor Huxley, Mr. H. Gladstone, M.P., Sir James Lowther, Sir George Elliot, M.P., Mr. George Howard, M.P., Mr. C. M. Palmer, M.P., the Town Clerk of Scarborough, Mr. Theodore Fry, M.P., Mr. J. W. Pease, M.P., Bishop Lacy, Mr. W. R. Innes Hopkins, and M. Challemel Lacour (French Ambassador). Before we proceed to the toasts, will you allow me to make one further remark. Time is going on, and a great number of ladies and gentlemen are desirous of seeing the fireworks. (Cheers.) The toast list appointed by the committee is a list which I hope you will not depart from—("Oh, oh")—and I sincerely hope that you will uphold the chair in every case in respect to this matter. (Hear, hear.)

The following letters were read:—

FROM THE FRENCH AMBASSADOR AT ST. JAMES'S.

PARIS, 27th September, 1881.

SIR,—I have to thank you for your letter of September 7th, in which you have done me the honour of asking me to take part in the Middlesbrough Jubilee. This I would willingly and with pleasure have done had it been in any degree possible for me so to do; but I have been engaged at Paris with negotiations concerning the Commercial Treaty, and I am afraid that the business cannot be brought to a conclusion by October 6th, which I see is the day of your Jubilee.

I have to beg of you, Mr. Mayor, to accept my hearty thanks for the honour you have bestowed upon me, and also my best wishes and congratulations upon so auspicious an occasion.

I have the honour to remain,

Your faithful and obedient servant,

S. CHALLEMEL-LACOUR.

WITTON TOWER, DARLINGTON,
October 6th, 1881.

MY DEAR MR. MAYOR,—I have not been able to screw myself up to the point of attending your carnival to-day, but I heartily hope the day is proving a success, and will remain a pleasant memory to you and the Corporation of Middlesbrough.

I am, my dear Mr. Mayor,
Yours sincerely,
W. R. INNES HOPKINS.

The Worshipful the Mayor of Middlesbrough.

THE CATHEDRAL, MIDDLESBROUGH,
6th October, 1881.

DEAR MR. MAYOR,—Allow me to offer you, as the Chief Magistrate of Middlesbrough, my warmest congratulations on the celebration of to-day. I need not assure you of my deep interest in all that concerns the prosperity of our young and promising town.

I am, unfortunately, prevented from being present to-day to testify the sincerity of my sympathy with the common joy. I trust you will, therefore, give me credit for being with you in heart and soul.

Believe me, Dear Mr. Mayor,
Yours respectfully and truly,
X RICHARD, BISHOP OF MIDDLESBROUGH.

WOODBURN, DARLINGTON,
October 5th, 1881.

DEAR SIR,—It is with great regret that I have come to the conclusion that it is impossible for me to attend the interesting proceedings to-morrow, owing to a continued weakness in the back, caused by a recent accident. It is a real disappointment to me not to be present on this most interesting occasion, but I believe that in this case it is really necessary to conform to medical advice. I went out last evening for an hour—it was the first time I have taken this liberty—but I did not find the result was such as to warrant any further exertion at present. I did not write before, hoping to the very last that I might be able to be present, and returned home with that object in view on Monday last.

I am, dear Sir,
Yours sincerely,
THEODORE FRY.

HUTTON HALL, GUISBOROUGH, YORKS,
4th October, 1881.

DEAR MR. MAYOR,—It is with extreme regret that I write to say that the death of my sister, Mrs. John Fowler, will prevent my being with you on Thursday and taking that part in the Jubilee which you had so kindly assigned to me, and in which I naturally took so warm an interest.

I have no doubt that all your well-planned arrangements will work out successfully, and I know that I shall have your personal sympathy, and that of your colleagues, in the cause which prevents my taking my humble share in the celebration.

Yours faithfully,
J. W. PEASE.

Charles Willman, Esq., Mayor of Middlesbrough.

Mr. I. WILSON, M.P., was entrusted with the next toast, and was very warmly received on rising. He said: My lord, ladies, and gentlemen—(applause, continued for some minutes),—The toast which I have the honour to propose this evening is one that will not require from me any lengthy speech to recommend it to your unanimous and hearty adoption. It is "The Archbishop of York and the Clergy and Ministers of all Denominations." I am quite sure that toast will be accepted in this assembly where we meet together to celebrate the fiftieth anniversary of the town of Middlesbrough to-day. (Applause.) We are here to celebrate the fiftieth anniversary of this wonderful town, and must not forget that in 1830 this town was not. (Loud cheers.) I am not going to remind you of the circumstances in reference to the town, of which we have heard so much in speeches in days gone by. Personally, my acquaintance with the town dates back to 1831, and therefore I can probably rank amongst the oldest inhabitants of the town. At that time there was only one church, and that church was placed on the highest point in the town. That circumstance of itself was some indication that the people of that

day were not unmindful of their spiritual welfare, and that, it must not be forgotten, was at a time when the population was mixed and rapidly increasing. Many churches, chapels, and meeting-houses have been erected since that day; and if we have not made such progress in the building of these as we have with blast-furnaces and ironworks—and perhaps His Grace will think we have not been so mindful of that as we ought to have been—it is no fault of his in reminding us of our duties, nor in the almost numberless requests for subscriptions made on behalf of churches and chapels. (Hear, hear.) We have made extraordinary progress in the town, and we have added—slowly, perhaps, but surely—to the number of churches and chapels. We have to-day seen that the spiritual wants of the people of this town have not been neglected; and from the procession of upwards of 10,000 Sunday School children which you have seen, you must be able to judge of the enormous amount of labour expended in that direction. I will not detain you with any lengthy remarks, as I am sure you are all anxious to get into the open air. (Hear, hear.) I will, therefore, only say how much pleasure it gives us to have the Archbishop amongst us to-day, and how much we have to thank him for in the past. (Loud applause.) I am sure you will all agree with me in the prayer that he may long be spared to be amongst us, and that for many, many years he may be spared to be an ornament to the Church to which he belongs. (Loud and prolonged applause.)

The Archbishop of York, who was received with prolonged cheering, said: Mr. Mayor,—At this moment I am supposed to be addressing four or five thousand representatives of the working classes at Newcastle-on-Tyne—(laughter)—and I am glad, therefore, to find that

the Mayor of Newcastle is here to-night just to keep me in countenance. But, unfortunately, I have left my voice behind me in that great town, although I am inclined to think that you won't regret my voice being in bad order, because the shorter my speech is the more, I know, you will like it. (Laughter, and "No, no.") I should have been sorry to have been absent on this eventful occasion. I am older than this young and thriving town of Middlesbrough; and I have watched the career of Mr. Bolckow with the greatest interest, and felt for him a profound affection and regard. (Applause.) Mr. Wilson, the honourable and esteemed member for Middlesbrough, has told us that we are instant—in season and out of season—in asking for contributions for all good works. Well, I know that if we asked the late Mr. Bolckow to assist us in any undertaking there was never that kind of expression—the buttoned-up kind of expression—in his face which sometimes correctly expresses the exact condition of the pocket in which the money is contained. (Hear, hear.) I never approached him without finding a sympathy and love for the same objects which interested us, and a happy readiness to give all the help in his power to us in our efforts. (Hear, hear.) In these respects he has, no doubt, left behind him many who will worthily tread in his footsteps in time to come. (Applause.) One single moment more, and I have done. Middlesbrough is the most remarkable place on this side of the globe. Perhaps in America it may have found a parallel. It has grown into a great and important town in the short period of fifty years; but still you won't expect me to say that in all respects it has grown at an equal rate—that in every branch of cultivation it has kept equal pace in development. You have been passing through the elementary stage. You have acquired

strength and power to carry out your determinations in spite of many difficulties and drawbacks—(applause)—you have also amassed considerable wealth; but this does not constitute the whole education of the town. I remember what Tennyson says of his friends in lines which you will agree with me are striking:—

> "I would the great world grew like thee,
> Who grewest not alone in power
> And knowledge, but by year and hour
> In reverence and in charity."

So may it be with your great town—(applause)—and when those who are in the flesh fifty years hence shall celebrate their next Jubilee, let it be said that you have grown as greatly in reverence and charity as in the knowledge and power that have characterised the first period of fifty years of your existence. (Applause.) I trust, too, that the union of class and class may grow great amongst you; that employers of labour may show their sympathy with the people by caring for their amusement, by joining in their worship, and having a care for their sorrows and wants and needs. (Loud applause.) And I hope the working classes will be drawn more and more into union with those above them; and then—great and splendid as this celebration to-day has been—the next great Jubilee will be greater and grander still—that it shall show not only increased power and greatness, but a united city in which God is honoured and all that tends to Christian love promoted and secured. (Loud cheers.) I thank you, in the name of the clergy of this place, who, I may say, are most diligent in the discharge of their duties, and in the name of the other ministers of religion, who perhaps will accept my leadership upon this occasion, and allow me to speak for them. Gentlemen, I assure you I feel very much this kind reception, and I feel it an additional

pleasure that the toast has come from one whose esteem I so much appreciate as the hon. member for Middlesbrough. (Applause.) I shall only say, in conclusion, may God prosper this great town in the future as He has in the past, and may He give us all a livelier sense of duty towards others, and may peace and happiness grow and increase amongst you. (Cheers.)

Mr. C. F. H. Bolckow then rose to propose "The Houses of Parliament." He said: Mr. Mayor, my lord, ladies, and gentlemen,—The toast entrusted to me is one of the greatest importance, embracing as it does the two great Houses of the Constitution of this country. In addition to those members of the House of Lords who sit there by right of inheritance, there are those who occupy seats in the House eminent in the great professions of this country as well as for their great political capacity and usefulness The late member for Scarborough (Lord Derwent), who was so well known to us under his old name of Sir Harcourt Johnstone, and who had expected at one time to be with us to-day, is a striking example of this last class of legislators. (Cheers.) Then, gentlemen, the House of Commons is composed of the representatives of the people of this country, and as such is entitled to our confidence and respect. Its proceedings of late years, it is true, have rather weakened the public respect which has always hitherto been evinced for that assembly, and I agree that there is room for a reform of its course of procedure. I will not detain you longer with any words of mine, but will give you at once the toast of "The Houses of Parliament," coupling with it the name of Lord Frederick Cavendish. (Loud cheers.)

Lord Frederick Cavendish, in reply, said: In obedience to your call, I rise to respond to the toast which has been

so well given by Mr. Bolckow. I feel, however, that my task would more properly have been fulfilled either by your borough member or by the member of this Riding. But on this occasion obedience is the first law, and I rise with pleasure to fulfil the commands of the Mayor. On this happy occasion, this great Jubilee of Middlesbrough, it would ill become anyone to enter upon any topics that would excite party feeling or controversy. I will, therefore, confine myself to saying that you will agree with me in saying that the present House of Commons is second to none on the great roll of English Parliaments for legislative ability. (Applause.) It has met to deal with problems of the greatest difficulty—and, with a courage worthy of the renown of English Parliaments, it has dealt with them with unflagging determination—and to fulfil duties and tasks which no other Parliament has ever been called upon to attempt. (Applause.) I was struck with the remark of Mr. Bolckow that it was high time the House of Commons should set itself to work upon a task which should call forth the highest qualities of statesmanship. Mr. Bolckow said: "It is time the House should reform its proceedings." Well, I am not surprised at that remark coming from a Cleveland ironmaster. I believe that the great success of the Cleveland ironmasters has in no small degree arisen from the fact that they allow no good materials to be wasted; and, as a member of Parliament, I cannot deny that there is a great deal of waste of the most valuable material in Parliament at the present time. When we consider how many men of mark now feel that the best service they can render to their country is to be silent, on account of the intolerable flow of useless talk which is inflicted upon us—(hear, hear)—when we reflect that measures called for by the unanimous voice of the great commercial classes of this

country have to be postponed year after year because there is no time to deal with them, we do most certainly feel that if the House of Commons is to maintain its position in the estimation of our fellow-countrymen it must adapt itself to the needs of the assembly;—it must not allow its substance to be wasted as at present; it must not be placed in a position in which it is impossible to carry out its duties to the satisfaction of those it represents. (Hear, hear.) So much for the toast to which I have to respond. Perhaps, however, before I sit down you will allow me to express my heartfelt thanks for having been allowed to take part in this day's proceedings. Gentlemen, I can assure you that, with all the talk and all the writing which we now have listened to and read about the depression of trade and the keen competition of foreign countries, it is a refreshing sight to pay a visit to a place like Middlesbrough. I believe it is perfectly true we have been going through severe times of bad trade, and in no trade have those times been more felt than in the iron trade. Yet, when we compare the present with the past, I do not believe the founders of Middlesbrough, if they had been told fifty years ago that there would have been a banquet such as this held in such a magnificent hall as this on the site of the fields and marshes—if they had been told this they would not have believed that this country was suffering from grievous depression and bad times. (Applause.) Nor do I believe that if those same men had been able to see the thousands and tens of thousands of well-dressed and well-conducted people who thronged the streets of Middlesbrough to-day—had they seen this they would not have thought that England was suffering. In former days bad times and bad trade were associated with a vast increase of pauperism, with people

suffering from starvation. Now bad trade and depression means only less rapid increase of wealth to the capitalist, less rapid development of your town; but still it means progress, gentlemen; therefore, I think we may well take courage and look forward with dauntless eye to the grand future that is in store for this country. If we are inclined for a moment to be discouraged or cast down, I know of nothing more refreshing to look back upon than the history of Middlesbrough. Who could have believed, when the first blast-furnaces were erected thirty years ago, that the production of iron in this district at the present time would have equalled what was the production of the United Kingdom at that time? Would it have been believed that the production to-day of this district would have been equal to that of the rest of the world fifty years ago?—what is still more marvellous, that the general production of iron would have increased four-fold? With those facts before us to encourage us, I think the members of the House of Commons may return to their duties with no low spirits. If they are true to the trust which you repose in them, the future history of our country will be equal to the past. (Cheers.) Gentlemen, on behalf of myself and my colleagues, I beg to return you my most sincere thanks. (Applause.)

Mr. Joseph Cowen, on rising to propose "The Mayor, Aldermen, and Burgesses of Middlesbrough, and Prosperity to their Town and Trades on this its Jubilee," was received with loud cheering. He said anyone called upon to speak to the toast assigned to him would realize the difficulty experienced by the ancient orator when required to declaim in honour of Hercules. His renown was world-wide. None contested his powers, and none censured the exercise of them. This silence and unanimity were counted by his

eulogist the most eloquent panegyric on his hero. Wherever the British flag flies, and to whatever corner of the world English enterprise has penetrated, the fame of Middlesbrough is known. The story, the marvellous story, of its rise is admiringly recited, and the fame of its factories is dwelt upon. (Applause.) The idea symbolised by its history is force—the physical, mental, and moral force which enables communities to wrestle with and overcome the obstacles which circumstances cast in their way as they struggle upwards and onwards to a better state of being. It would be superfluous to recall the figures which register its progress from a house to a hamlet, from a hamlet to a village, and from a village to a town equipped with all the machinery of local government, and endowed with all the authority of Imperial representation. The tale was "familiar in their mouths as household words," and required no repetition. There were those present who recollected when some portion of the ground covered by that day's display was garnished with many-coloured flowers, and other portions were a neucli of islets of reeds and osiers. Some remembered when their dun hill sides, now the scene of beneficent activity, resounded only at stated seasons to the horn of the hunter and the sharp rattle of the sportsman's gun—when the whispering of the brooks and the waving of the woods were attuned to milder melodies than the heavy thud of the forge hammer and the screaming of the steam engine. All this was history, and history, too, in which some round that festive board had played an honoured and historic part. Those who could only detect beauty in pastoral and primitive pursuits—those who could only find sentiment in struggling streams and dreamy sunsets would be unable to discover either in the incessant roar of machinery that dirls the ears of the men of Middlesbrough, or in the

murky clouds that float above them. Yet those who dip below the surface would be able to trace the broad outlines of a mighty poem of moving human interest in those bellowing blast-furnaces and grimy workshops. They were carving out of raw materials the means of social elevation, amelioration, and enjoyment. They were breaking down old asperities, indefinitely adding to the usefulness of existence, linking town to town, uniting in the bands of iron amity long-estranged and oft-embattled lands, and binding all classes in the rough but genial poetry of real life. (Cheers.) Middlesbrough owed something to its position, much to its possessions, but more to its people. Easy, expeditious, and economical means of transit, and an abundant supply of fuel and iron summarised its natural advantages, and these were neither few nor mean. Coal was to industry what oxygen was to the lungs, water to plants, nourishment to animals—an indispensable aliment. But with coal, and without iron, Middlesbrough would not have achieved its proud pre-eminence. If by one word he had to express the characteristics of an age, he would say that gold typified the past, and iron the present. Its surpassing value was recognised by the far-seeing in the very dawn of history. When Crœsus ostentatiously displayed to Solon the ornaments in his palace and the gold in his treasury, the philosopher, with the prescience of a prophet, wisely remarked, "If any other comes that has better iron than you, he will be master of all this gold." And the result had verified the prediction. The experience of centuries had shown that the surest, shortest, safest way to a gold mine was often through and by an iron mine. (Laughter and cheers.) Iron accommodated itself to our wants, desires, enjoyments, and caprices more than any other metal. It could

be hardened, and sharpened, and softened at will. It was equally valuable in arms, in arts, and in agriculture, in medicine, mechanics, and science. From it were constructed the scythe, the spade, and the sword, the ploughshare, and the pruning-hook. It could be drawn into a thread as fine as gossamer, and it could be hammered into a floating fortress; it could be cast into colossal cannon, and cut into ribbons more flexible than whalebone. There was no walk in life where its utility and necessity were not recognised and felt. On a famous occasion the leader of a French convention, with the sententiousness of his race, declared from the tribune, "The order of the day was Victory." With equal terseness, they might declare in England that "the order of the day was Iron." It was woven and interwoven, as no other article was, with the lusty life of the nation, and it personified more than any other product the achievements and ambitions of our country. But the site of their town might have remained a partial swamp, their minerals might have been unworked, if not undiscovered, and other schemes of social usefulness might have been undeveloped, if it had not been for the sagacious enterprise, the steadfast industry, the plodding perseverance, and high integrity of those six solid "broad-fronted, broad-bottomed," broad-brimmed Quakers—(cheers)—who prospected the place, and their associates and successors, who were shrewd enough to avail themselves of the vantage ground cleared by those pioneers. (Cheers.) Middlesbrough was an epitome of modern times—of that irresistible and victorious civilization which had for its foundation industry and freedom—freedom of thought, of labour, of sale, and exchange, which was the guiding principle of commercial success, and which furnished as complete a model of public

and private prosperity and as stable a fabric of social happiness and national grandeur as the world has ever seen. Many bemoaned the arcadian association and romantic solitude that had retreated before the era of hammers and anvils, of looms and furnaces. They told them that all the true greatness that England ever won was won while her fields were green and her faces ruddy. He had a sneaking sympathy with the plaintive wail that Mr. Ruskin and others so oft, so touchingly, and so eloquently raised o'er a vanished and irrecoverable past. But the facts were against them. The minister of civilization preached from the railway car and the telegraph. In the great battle between movement and stagnation the cry was ever onward; and before that cry many cherished convictions and many tender prejudices had to go down. The towns of which Middlesbrough was a type were the indexes of their advance; they recorded the rise of the nation. As the barons of Runnymede put a check to the arbitrary powers of the king, so the burghers in after years curbed the pretensions of the barons. The boroughs built by these doughty traders were the arks of freedom, the mansion houses of liberty, into which feudalism drove its victims. The noise of the workshops rose like the music of another epoch over the embattled towers, the bastions, and the barbicans of the steel-clad chiefs, and proclaimed the dawn of the day when trade had asserted its independence and industry claimed its rights. Our towns were the backbone of the nation. They gave it strength, cohesion, vitality. Scattered populations were usually ignorant, and oppression was always most easily established over them. The power conferred by concentration might be abused—had been abused—but when regulated by vigilantly supervised representative institutions there was no fear either for the liberty of the indi-

vidual or the community. They owed primarily their system of local government to the Romans; and the protracted vitality which had carried it through centuries of vicissitudes, and left it now in a more vigorous state of development than it ever before attained to, was the strongest proof of its efficacy and value. It worked freely and without friction between the Imperial and provincial authorities; it afforded scope for voluntary and useful public services, and provided a convenient intervention between the central executive and the more domestic duties of civic life. (Cheers.) In few towns had the local powers been more judiciously and more energetically exercised than in Middlesbrough. While mindful of the material interest, they had not forgotten the higher and more health-giving requirements of the population. While they had nobly upreared the stalwart structures of their manufacturing greatness, they had not been indifferent to the dreary lot of the struggling thousands who had to spend most of their days in unaided and unavailing anxieties. In the glare of projected riches their municipal rulers, to their honour, had looked below where the darker shades of humbler existences were too often obscured. They had their reward in the heartfelt, hopeful, and fairly content community. There was a prevailing opinion that England had reached the zenith of her industrial strength, that her course hereafter would be downward, that her trade was not merely declining, but decaying, and that America would be the future seat and centre of the Anglo-Saxon race. It was argued by those holding these opinions that no skill or activity could permanently compete with the prodigious natural advantages of that land while in the hands of the same race; and that England, an old, exhausted island, would some day, and that day soon,

have to be content, like other parents, to be strong only in her children. There was plausibility in this contention, but nothing more. (Cheers.) In common with the rest of the world, they had passed through a period of great and prolonged depression, and some economical Cassandras had utilized the occasion to utter jeremiads on the decadence of British trade. But there were periodical eclipses in commerce as well as in the clouds. Solar eclipses surprised only children and startled only savages. Mercantile eclipses were as harmless, and need not be any more disturbing. There was really no good ground for the doleful predictions indulged in as to the destiny that awaited our manufactures. The exceptional industrial development of these islands might or might not be permanent. That no one knew; but we did know that no dependable calculation as to the future could be founded on the experience of the past. Their factory system was an exclusively modern creation, and history threw no light on its nature. The philosophy of the schools supplied no help for estimating its results, because an innovating agency of such force had never been anticipated. The steam engine had no precedent, the locomotive was without ancestry, and the telegraph entered on no heritage. Science had made Utopia only half a dream. No one in that room twelve years ago expected to see, by the ingenious combination of mechanical skill, chemical knowledge, and mercantile enterprise, steel so successfully produced from Cleveland ore. And who was there there, or elsewhere, that would be bold enough to fix a limit to the revolution to be effected by the application of electricity to purposes of trade? To draw any conclusion as to what would be done from what had been done was to reason upon insufficient, if not incorrect, data. Manufactures did not arbitrarily or capriciously shift their place—leaving countries

which they had enriched, and flying to others where labour and provisions were cheaper. Nations were prosperous and well-cultivated not because their fields were fertile or their mines productive, but because their people were free and trade untrammelled. The manufactures of the old world were entirely domestic. There was no export trade such as we knew it. Their works were not transferred, but destroyed—destroyed sometimes by the inroads of barbarians, and at others by the deadening action of domestic despotism. In the free cities of Italy and Spain trade fell a sacrifice to ecclesiastical restrictions and jealousy. The ruthless rule of Philip the Second and the Duke of Alva drove the skilled artizans of Holland and Belgium to seek an asylum in England. It was political persecution that sent us the Huguenots, and secured to England all the great commercial and social results that followed from their landing on our shores. There was not time—and if there was, that was not the occasion—to discuss in detail the probable oscillation and possible curtailment of their commerce. He would indulge in no prophecy. He would not say that England would fare better than others at the hands of that invisible destiny that stamped its imperious seal on all nations. The immediate past might have been cloudy, the present might be dim, and the future uncertain; but, without sighs or groans or unavailing regrets, they should keep stout hearts and cheerful minds, and manfully do the duty that lay nearest to them, assured that the next would appear all the more clear in consequence. (Loud applause.) (The audience, who could not hear in every part of the hall, did Mr. Cowen the honour of crowding to the platform and listening attentively during the restlessness that prevailed.)

On the Mayor rising to acknowledge the toast there

were loud calls for "Vaughan;" and, after some parrying with the Mayor, who was under the necessity of complying with the rule which had been adopted by the Committee, Mr. Thomas Vaughan briefly replied, thanking those present, as well as those outside, who had not forgotten John Vaughan or himself, "the son of the puddler." The disturbance caused by a section having subsided,

The Mayor rose and said: Honourable sir, your Grace, my lord, ladies, and gentlemen,—I feel much diffidence in eplying to the toast which has been proposed in such kindly, appreciative, and eloquent words. For myself, I can only say that I am proud of the position in which I have been placed by my fellow citizens, and that I have always endeavoured to discharge the duties of Chief Magistrate in a spirit of fairness and to the best of my ability. The duties are many and onerous, and could only be carried out efficiently by anyone with the help of the Aldermen and Councillors, who are always ready to support the Mayor in his honest endeavours to carry on the municipal work of the year of his office. Middlesbrough has seen many ups and downs, but its men have always been equal to the occasion, and have held high their banner with the motto "Erimus" boldly written upon it. Looking around, and seeing amongst us so many intelligent and energetic leaders, there is no fear of the future. With our mines, our manufactures, and especially our new steel development, Cleveland has entered upon a new era in its progress, and will go forward to yet further triumphs. And, on behalf of the Aldermen, Councillors, and Burgesses of Middlesbrough, I thank you, Mr. Cowen, for your generous words, and you, ladies and gentlemen, for the warm response you have given to the toast so ably proposed. (Applause.)

Mr. FALLOWS, who also acknowledged the toast, said: I hope that you will be good enough to excuse any remarks from me to-night. The toast has been ably responded to; and I myself am too touched to say a single word. (Loud applause.)

Mr. J. DENT-DENT, in rising to propose "The Iron and Steel Trades of the District," said: At an earlier period of the evening, my lord, ladies, and gentlemen, I might have spoken to you at considerable length on the subject of this toast; but I will not now detain you. You have prospered remarkably in Cleveland, but even yet I believe a great future is before you. Iron is the great civilizer of the world; and the iron industries of this district are greatly advanced now, and cannot fail to add to your wealth and reputation. I believe I am correct in saying that the condition of your staple industry at the present time is very encouraging; and that state is not a fictitious one, but substantial and real. To us who are connected with the great railway interests of the country this must be highly gratifying. Great as has been Middlesbrough in the past, I trust that those who live to see its future will see it spreading wider and more fully than it was before. (Applause.)

Mr. SAMUELSON, M.P., in replying to the toast, said that the growth and present magnitude of the iron and steel industries of Cleveland had been the theme of so many previous speakers that he would confine himself to a few words on two subjects which were of considerable importance at the present moment. The first of these was the Commercial Treaty with France. It had been his duty, as chairman of the British Iron Trade Association, to give such information to the British Commissioners as would enable them to understand the position of the iron and steel trades for the purpose of their negotiations. He believed that their inte-

rests had been warmly defended by the Commissioners; and, although he was not at liberty to enter into details, he could state, without impropriety, that in the event of a Treaty being concluded there would be some reduction, though, in his opinion, a very inadequate one, from the very high duties levied under the conventional tariff at present in force; but he had felt that those who are engaged in this great industry should look not so much to any small immediate gain for themselves as to the permanent interests of the commerce of the country at large, and that these would not be served by any Treaty which would be a retrogression to the prohibitive policy which prevailed in France before the Cobden Treaty of 1860. He had, therefore, impressed on the Commissioners, on all suitable occasions, that it was not the desire of the iron manufacturers that our Government should consent to a Treaty which was in any degree reactionary. The other subject was that of the arrangement which had been made recently for reducing the production of Scotch and Cleveland pig iron. He would like, if possible, to make it clear, more especially to the working people of this district, that what had been done in this matter was unavoidable. The facts were briefly these: Owing to causes into which he need not enter, there had been during the last two years an enormous increase in the production of pig iron in Great Britain. That of 1880 had reached the unprecedented total of seven and three-quarter millions of tons, and it had still gone on increasing during the first eight months of the present year at a rate which, if continued, would have brought up the production of 1881 to a total not far short of eight and a half million tons. Great as was the present demand both at home and abroad, it was not equal to this enormous production, and the stocks had consequently gone on accumulating until in Scotland

and Cleveland alone they amounted to between one and a quarter and one and a half millions of tons. This state of things could not have continued, and the choice lay between some reasonable arrangement for diminishing the production and what has been called "the survival of the fittest." The effect of either course would be some diminution of the abnormal activity of the mines and collieries of this district; but the latter course would have caused the ruin of many innocent persons, and would probably have created a crisis the extent and consequence of which it would have been impossible to foresee. The present prices of pig iron in Scotland and in Cleveland were not more than fairly remunerative to the producers; and the operation of the sliding scale would give increased wages to the operatives at the blast-furnaces, in the mines, and, he hoped, also at the collieries. Should any great increase in the demand take place during the six months over which the arrangement extended there were ample stocks to supply it, so that no scarcity of iron, nor any extraordinary high prices, need be anticipated. The speaker concluded by recalling the great services of the late Mr. John Vaughan, and by expressing the hope that a monument would be erected to his memory on the Eston Hills, as the most appropriate memorial of the man who must ever be regarded as the father of the iron and steel industries of Cleveland.

Mr. H. F. Pease rose to propose "The Municipalities of Great Britain and Ireland," and in doing so remarked: Some ten years after the Incorporated Towns Act was passed in 1834 this town of Middlesbrough adopted it, and gave up the old system of Commissioners; and we know how that municipal system has spread throughout the length and breadth of the land, and now there are few towns which have not adopted the new system. We

have seen at Middlesbrough to-day the benefits which are capable of being conferred under the Act to which I have referred. The work of preserving and beautifying the Park has been done in a manner that reflects credit on all concerned, and the general arrangements of the day have given every satisfaction. To the committees who had charge of these arrangements we all owe thanks. It therefore gives me great pleasure to call upon you to honour the toast I have proposed.

The Lord Mayor of York responded, and said: My lord, ladies, and gentlemen,—For the manner in which you have accepted the toast proposed by Mr. Pease I beg, on behalf of the municipalities of Great Britain, to tender you my heartful thanks.

The Hon. J. C. Dundas, M.P., in an appropriate speech, proposed "The Ladies," and in doing so alluded to the high tribute paid to them by inviting them to be present that evening.

Mr. C. J. Coleman responded, and alluded to the time when the only share the ladies got of such banquets as the present was the odour which arose from the tables at which their lords were seated. (Applause.)

The proceedings then terminated rather abruptly, many being anxious to witness the illuminations.

THE FIREWORKS IN THE PARK.

The great attraction for sightseers in the evening was, of course, the pyrotechnic display in the Albert Park. Shortly after dusk the grounds were brilliantly illuminated, and presented a spectacle that, in point both of variety and magnificence, has never before been excelled in the Northern Counties. Vast crowds of people were to be seen streaming through the gates long before the time

announced for the commencement of the more attractive portion of the proceedings, and by half-past eight the various walks and avenues can only be correctly described as one vast surging mass of eager spectators. A beautiful arch stood over the main entrance, its columns being outlined with white lamps, and a most artistic effect produced by a profuse arrangement at the summit of pretty green and gold lamps and Japanese lanterns. The Wellingtonia and Chestnut avenues were festooned with variegated lamps depending from pole to pole, whilst surrounding the fountain stood lofty ornamented masts bearing graceful garlands of many-coloured lights. One of the most pleasing features was the effective ornamentation of the flower beds by means of innumerable tiny lamps and lanterns of diverse shapes and sizes and tints. Around the orchestra hung some 500 lamps, showing out in fine relief the handsome outline of the structure, from the centre of which was suspended chandeliers of variegated lamps. The band of the 1st N.Y.V.A. performed a choice programme from the stand. Similarly, too, the summer-houses and the Swiss refreshment *buffet* were all ablaze; and when looking along the avenues the *tout ensemble* was charming. The lake was naturally made a centre of attraction. It was fringed with golden lights, each one sending forth a golden gleam across the rippling waters; the islands were decorated with flowers and ferns, and each studded with jets of light; whilst gondolas toured about the waters carrying bands of instrumentalists and singers. The entire Park was, at different periods during the evening, brilliantly illuminated with Bengal fires from many points. The fireworks display was more beautiful than, perhaps, had been anticipated. It would, however, be impossible to speak of the different items in detail, and it can only be said that

among the grandest sights of the evening were the large rocket girandole wheel; the mine of saucissons; the Aladdin's Oriental tree; the gigantic silver wheel, which in the course of its many metamorphoses represented a blazing sun 90 feet in circumference. Balloons, shells, rockets, crackers, floating stars, fountains of fire, a capital representation of the Falls of Niagara, and several huge set-pieces—each one a motto—led up to the grand finale, consisting of a magnificent flight of 200 coloured rockets and a monstre piece of pyrotechnic art in the form of "Success to Middlesbrough." The Park remained open till after midnight, and hundreds of people might have been seen strolling leisurely round the walks admiring the scene long after the main attraction was a thing of the past.

MRS. HENRY BOLCKOW AND THE JUBILEE.

Mrs. H. W. F. Bolckow, who had been invited by the Committee, was prevented by illness attending the Jubilee, but she forwarded an appreciative and sympathetic reply; and subsequently sent the following letter to the Mayor:—

Cavendish Hotel, Eastbourne, Sussex.

DEAR MR. MAYOR,—It was my full intention before leaving London to show you that my thoughts would be with the people of Middlesbrough on the Jubilee day, but owing to my sudden illness everything was set aside, and I could not carry out my great wish of sending you cheques—in time to present on the Jubilee morning—of £100 for the North Riding Infirmary, and £50 for the Cottage Hospital, North Ormesby, which I particularly wish you, Mr. Mayor, to present in my name to the above Charities as donations in commemoration of the Jubilee. I must now beg of you to give the enclosed at the next Committee meeting, assuring the Committee of the very great pleasure it gives me to aid the sick and suffering of the town I have so long known.

Believe me, dear Mr. Mayor,
Yours faithfully,
HARRIET BOLCKOW.

October 17, 1881.

VISIT OF SIR THOMAS BRASSEY, M.P.

On Wednesday, October 12, Sir Thomas Brassey, M.P., arrived at Ragworth, the residence of Mr. Joseph Dodds, M.P., and on Thursday morning, having been joined there by Mr. Bolckow and others, he drove to Middlesbrough; and, after viewing the statue of Henry Bolckow—of which as a representation and a work of art he expressed high appreciation—Sir Thomas proceeded down the river on the invitation of the Tees Conservancy Commissioners. As the vessel glided down the river, the enormous works being carried out by the Commissioners were explained by Mr. Isaac Wilson, M.P., the chairman, and several of the officials, who were on board. At the famous "Fifth Buoy" lighthouse—where so many distinguished men had met—Sir Thomas Brassey was entertained to luncheon. Mr. Wilson, M.P., who presided, gave a cordial welcome to the distinguished guest, and spoke in the warmest terms of the kindness and consideration of Sir Thomas and Lady Brassey in receiving the Commissioners and in visiting the Tees.—The Mayor of Middlesbrough (Mr. Charles Willman, C.E.) added that the Sunbeam had been one of the features of their Jubilee, and all who had been on board, from the youngest to the oldest, would not readily forget their delightful visit. Sir Thomas and Lady Brassey in coming to Middlesbrough during their Jubilee had done them honour; and he thanked them, on behalf of the town, for what he hoped had been to them an interesting and pleasant visit. (Applause.)

Sir Thomas Brassey, who was warmly received, thanked all for the kind manner in which they had drunk his health, and for the gracious references that had been made to their visit to the port. He had great pleasure in accepting the invitation which he received from gentlemen who were

interested in Middlesbrough, and who wished to gather together some of their friends at the Jubilee. He felt extremely flattered in being invited to be present on an occasion of such importance in the history of Middlesbrough. He was connected closely by tradition and personally interested in the trade and enterprise of the country, and he recognised in the marvellous growth of Middlesbrough one of the most remarkable achievements of their commercial, manufacturing, and industrial enterprise, and he naturally felt a deep interest in the event which commemorated the foundation and the marvellous growth of Middlesbrough. Having looked forward for some time to a visit on the occasion of the Jubilee, it was a real disappointment when he received a telegram quite unexpectedly informing him that the annual visit of the Admiralty to the dockyards had been fixed for a date some week or ten days earlier than he had anticipated. That being the case, he thought it must follow as a necessary consequence that the Sunbeam could not be present there, and that he should be unable to offer them any substitute in his absence; but his wife, who was a person of some enterprise, said she thought it really might be a disappointment at Middlesbrough if they were absolutely unrepresented on the occasion, and if the Sunbeam did not appear, and she volunteered—and he thought it might have been a more arduous undertaking but for their kindness—to come there alone in charge of the Sunbeam. She came, and was received most kindly and with a cordiality she did not in the least anticipate; and she would retain for ever a remembrance not less vivid of her visit to Middlesbrough than that which they would cherish of the visit of Lady Brassey and the Sunbeam to their port. He also took the opportunity of congratulating Middles-

brough on its Jubilee, and he might say how pleased he was if he had in any degree added to the success of that remarkable demonstration. With regard to the Sunbeam in particular, he was pleased to note that the vessel had been visited by, he understood, nearly 3,000 persons. Under the conditions which were laid down they should be enabled, through the popularity of the vessel, to form the nucleus of a very considerable fund for the establishment of a branch of the St. John's Ambulance Society; and, looking to the fact that the great industries of the neighbourhood cannot be carried on without some risk to life and limb, they must all feel that it was desirable that anything which would tend to mitigate suffering when an accident occurred should be carried out. With the assistance of the fund which they would be enabled to create from the receipts of the visitors to the Sunbeam there would be no difficulty in establishing a branch of the St. John's Ambulance Association at Middlesbrough. He had only got to say, in reference to the particular occasion which had brought them together, that he felt very sensibly their kindness in making a special visit to the works for the protection of their port. He appreciated very much their kindness, and he admired most thoroughly the remarkable energy and skill that had been displayed in carrying out those noble specimens of the engineering art. They seemed to him to be thoroughly well calculated for the object in view. He understood, from what he had been told that morning, that a most remarkable improvement had been effected in the means of access to the town and port of Middlesbrough, and he did not doubt that when all the works in contemplation were completed the navigation would be still more easy than it was at present. He believed that those who had carried out those works had

been wise in undertaking them. No doubt there would have been the means of shipping the produce of those iron-bearing regions from neighbouring ports, but that shipment could not have taken place under equally advantageous circumstances; and there could be no doubt that the creation of those works and the completion of them was of the most material benefit to the iron-makers and colliery proprietors and coal-owners of the district. He believed it was one of those forms of enterprise which were entirely well conceived, which reflected credit upon the enterprise of the country, and which would bring a material benefit to those who promoted them. He had admired what he had seen very much, and he earnestly wished that the farther development of Middlesbrough and its port might be attended with the same measure of prosperity that had marked its earlier history.

Mr. Wilson, in replying, referred to the visit of Sir Stafford Northcote when Chancellor of the Exchequer, and said that whilst Sir Stafford held the position he gave the Commissioners considerable assistance—indeed, all the assistance they could desire—in the way of advances to enable them to carry out their works. The Exchequer Loan Commissioners, under the recommendation of the Board of Trade, had lent them no less than nearly £300,000, which was now in the course of repayment, on certain fixed terms. By the aid thus obtained they had so far improved the river that the revenue was now considerable; and, with the security they were able to offer, it was not now so great an object to obtain Government money as it was a few years ago. At that time it was a great matter to them, and they were grateful for the assistance given by the present and late Chancellor of the Exchequer. They were now very satisfactorily paying off their loans; and,

speaking as Chairman of the Tees Commissioners, he was glad to say they were in the happy position of having such security as enabled them to get without difficulty any money they might want in the open market. He was sanguine enough to think that the revenues derived from the shipping would always be good security in any market for what they might want in order to carry on their work. He concluded by again thanking Sir Thomas and Lady Brassey for the kindness they had shown to all during their visit to Middlesbrough.

Mr. William Fallows, in a humorous speech, proposed "The Press." He remembered when there were only two newspapers in the County of Durham, both of which were published in Durham City; now there were a great number; and, as far as the local Press was concerned, the energy, ability, and enterprise shown by every paper was worthy of all praise. All the reports of their Jubilee proceedings did justice to the memorable event in connection with the Jubilee of their town. He coupled with the toast the name of Mr. Reid, of "The North-Eastern Daily Gazette."

Mr. Reid, in responding, said the excursion they had had down the river had given them an opportunity of witnessing the great work the Commissioners were carrying out in order to develop their shipping facilities and foster and increase the trade of the district. He heartily joined in the expression of thanks to Sir Thomas and Lady Brassey for the kindly interest they had taken in every class of the community, and in allowing the Sunbeam to be open for their inspection. All had been charmed with the vessel, and their visit to it would not be readily forgotten. Mr. Reid concluded with a complimentary allusion to Mr. Fallows, who had given the members of the Press much valuable assistance in the compilation of their reports of the recent Jubilee of the town.

Mr. BURNETT also replied, referring to the successful efforts the newspapers had made to do justice to the Jubilee celebrations, and expressing a hope that they would ultimately reap a due acknowledgment.

In the evening Sir Thomas Brassey attended a crowded and enthusiastic meeting in the Oddfellows' Hall, held under the auspices of the Middlesbrough Trades' Council. The chair was occupied by Mr. C. F. H. Bolckow, who was supported on the platform by the Mayor (Mr. Charles Willman), Mr. Isaac Wilson, M.P., Mr. Joseph Dodds, M.P., Mr. H. G. Reid, Mr. Joseph Toyn, and Mr. R. Martin, junr. (editor of the *Unionist*.) The following representatives of the various trades of Middlesbrough were also present:—Blacksmiths, Messrs Allan, Sherris, and Cotton; printers, Messrs Parkin, Bowes, and Butterworth; ironfounders, Messrs Lynas, Leach, Hindinover, Fawcett, Schofield, and Tucker; malleable ironworkers, Messrs C. Gibbon (President of the Middlesbrough Trades' Council), Button, Leonard, and Welch; pipefounders, Messrs Ripley and Robinson; tailors, Messrs Jas. Smith (Secretary of the Council), Fisher, and Wood; painters, Messrs Munnder and Welch.

The CHAIRMAN, in introducing the proceedings, said he had been requested by the Middlesbrough Trades' Council to take the chair that evening; and, whilst it gave him the greatest pleasure to do so, he assured the meeting that he felt very deeply the honour which had been conferred upon him. Some would, perhaps, ask why he said so; but he could assure them that he had always considered that capital and labour should go hand-in-hand. During the last few years they had in this district been remarkably free from those very deplorable things, strikes; and he trusted that that state of matters would continue in the future, and that labour and capital would ever find a place beside each

other. That night they had amongst them Sir Thomas Brassey, who they all knew very well indeed, not only from reading his valuable books on "Labour and Capital," but also from the interest and attitude he had taken in the labour question and for the welfare of the working men. He had constantly interested himself with those questions, and their heartiest and best thanks were due to him.

Mr. Charles Gibbon, President of the Trades' Council, proposed and energetically supported the following resolution:—"That this meeting accord to Sir Thomas Brassey, M.P., their warmest thanks for his invaluable services to the working classes and his noble efforts to reconcile the interests of capital and labour; and, whilst expressing an earnest hope that he may be long spared to advance the cause of social, industrial, and political progress, do now tender to him, on behalf of the Trades' Council and the inhabitants generally, a cordial welcome to Middlesbrough."

Mr. William Cotton seconded the resolution, which was adopted by acclamation.

Sir Thomas Brassey then delivered an exhaustive and statesmanlike speech, in which he pointed out, as the result of elaborate personal investigations, that the cost of labour, relatively, was nearly the same in all countries, but that the return in capital was less in England than in any other country. He also combatted the arguments used for a return to Protection, and strongly condemned any attempt to reimpose duties on the food of the people. He concluded thus:—Now, let me say that, having come here and been welcomed here as an individual who has done something to secure fairness and justice to the working man, I look at the case of the working man as a member, a very humble member, of Her Majesty's Government. Now, my dear friends, in that capacity I regret that the means at our

disposal for the amelioration of the condition of the labourer are so limited in comparison with the greatness of the question. But, as a member of the Liberal party, and as a supporter of the present Government, I am bound to say that the working men of this country are deeply attached to the party and to the Government with which I am connected. We have given you political power; we have cheapened the food of the masses; we have removed the shackles from your industries; we have given you the inestimable blessings of a splendid system of popular education; and we have done something in recent times: we have not flinched, in the face of derision, from refusing to hurry to the shambles of the battle-field thousands and tens of thousands of the working classes. War brings many miseries in its train beyond the loss of human lives: it paralyses trade, and destroys vast heaps of treasure which might have been employed more beneficially. These sacrifices to which I have adverted, and sacrifices greater than these, are to be endured, and endured cheerfully, when we know they are in a good cause—for the advancement of the country, and for the maintenance of its honcur. But a statesman should consider well before he plunges his country into all the horrors of war; and I venture to say it is not the least of the many claims which Mr. Gladstone possesses that he has had the courage to refuse that popularity which belongs to a sensational foreign policy—that he has shown himself magnanimous to feebler foes—that he has shown himself a true statesman, and one deserving our affectionate regard. Well, I have done. I thank you for your cordial reception, which was quite unexpected, and, I am sure, thoroughly unmerited. But, believe me, it will have this effect: it will send me back to work refreshed, and glad to spend and be spent for the benefit of the working men.

Mr. W. ALLAN then proposed a hearty vote of thanks to Sir Thomas for the excellent address he had delivered, and for the honour he had thereby done Middlesbrough.

Mr. TOYN (Cleveland Miners' Association) seconded the proposal. For some years past he (Mr. Toyn) had read the works which had come from Sir Thomas Brassey's pen, and also the accounts of the proceedings of his father, some of whose own working men he had heard speak of him as an employer of labour, and they had all spoken of him in high terms. Mr. Brassey was always foremost in any movement which had for its object the nearer relation of capital and labour; and he (Mr Toyn) hoped the day was not far distant when capital and labour would go hand-in-hand bound together. He believed the Trades' Council of Middlesbrough would be greatly benefitted by the address Sir Thomas Brassey had delivered that evening. Some two or three years ago Sir Thomas promised to address the Cleveland miners at their demonstration, and he hoped he would be able to fulfil his promise before long.

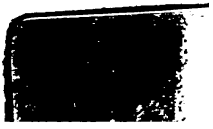
The vote was then put to the meeting, and carried with great enthusiasm. Three cheers were given for Sir Thomas, three for Lady Brassey, another three for "the children," and another for Mr. Gladstone. In response,

Sir THOMAS BRASSEY said: Let me, on behalf of Mr. Gladstone, my wife, my children, and myself, express our grateful thanks for the cordial manner in which you have accepted the proposal made to you. And now I pass to another duty: it is one most grateful to myself, and one which I am sure will be acceptable to you. It is to propose a vote of thanks to our Chairman. The name of Bolckow is honoured in Middlesbrough; and I know the present successor of that great man is one who will do his duty by maintaining a friendly relation towards the people. He

has shown that to-night by his kindness in coming here; and he has shown great tact and impartiality in the manner in which he has presided over and conducted the business of the meeting. I have, therefore, very great pleasure in proposing a vote of thanks to him.

Mr. PARKIN seconded this proposal, which was unanimously carried, and duly acknowledged by

The CHAIRMAN, who said he had done very little to deserve the compliment. The thanks would be more due for anything he might do hereafter. He trusted he might execute all the good things which Sir Thomas Brassey had said of him.

Various calls were made for prominent men on the platform, but the great gathering broke up cheering for Sir Thomas Brassey.

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